

# latitude 38

THE NORTHERN CALIFORNIA SAILING SHEET  
VOL. 14 JUNE

BULK RATE  
U.S. POSTAGE  
PAID  
SAN RAFAEL  
Permit No. 312



# Consider the Possibilities:

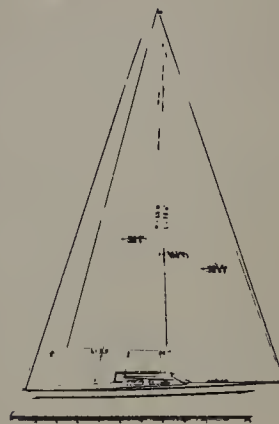
## ONE DESIGN RACING



### TARTAN TEN:

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LOA: 33'-1 1/4" Beam: 9'3" Displ: 6700  
Ballast: 3340 Sail Area: 487 sq. ft.



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has been called the perfect sailboat. Dedicated to design and sailing excellence, Wilderness has achieved a SYRA One Design start in its first year of production, culminating in a One Design nationals this fall!

LOA: 20'6" Beam: 7'3" Displ. 1870  
Ballast: 1020 Sail Area: 208 sq. ft.

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Ballast: 1050 Sail Area: (main and 150 gen.) 313 sq. ft.



### MOORE 24

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# EXQUISITE CUSTOM SAILS

Steve Seal is a very particular fellow. He is a professional rigger, and does meticulous work. If you need some quality rigging work done, you can call him at (415) 521-7730.

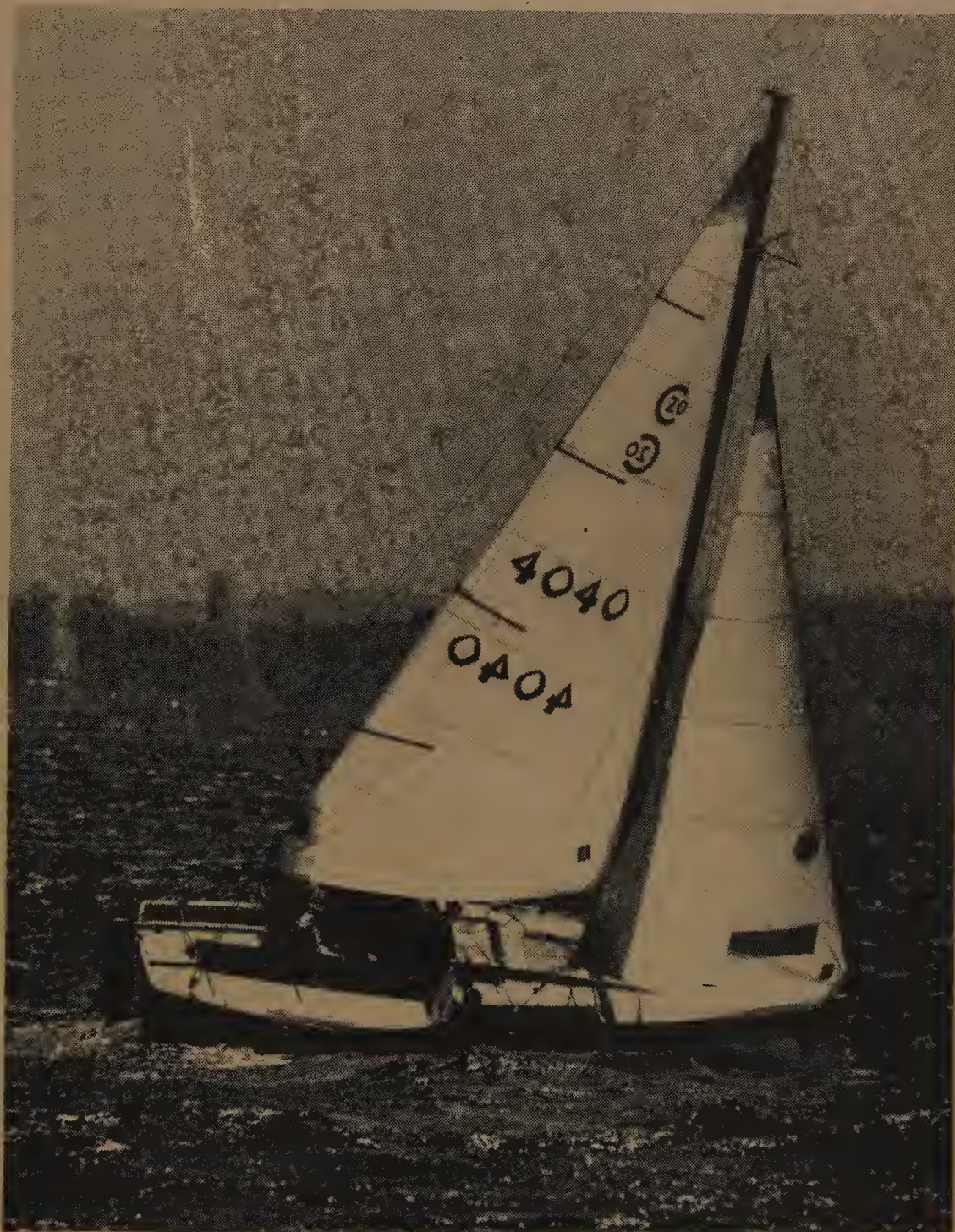
Steve has been working on his Cal 20 for a long time, and she is in impeccable condition. We have been working on Cal 20 sails with Steve for a long time, too. It has been quite an education and a privilege.

This year Steve won the Cal 20 National's using sails he bought from us. He won the series hands down. The race for second place was won by George Hamilton, who was also 'Powered by Pineapples'.

There is only one thing left to say:  
Thanks Steve!



PHOTO BY DIANNE BEESTON



Steve Seal's "4040" winning the 1977 Nationals.

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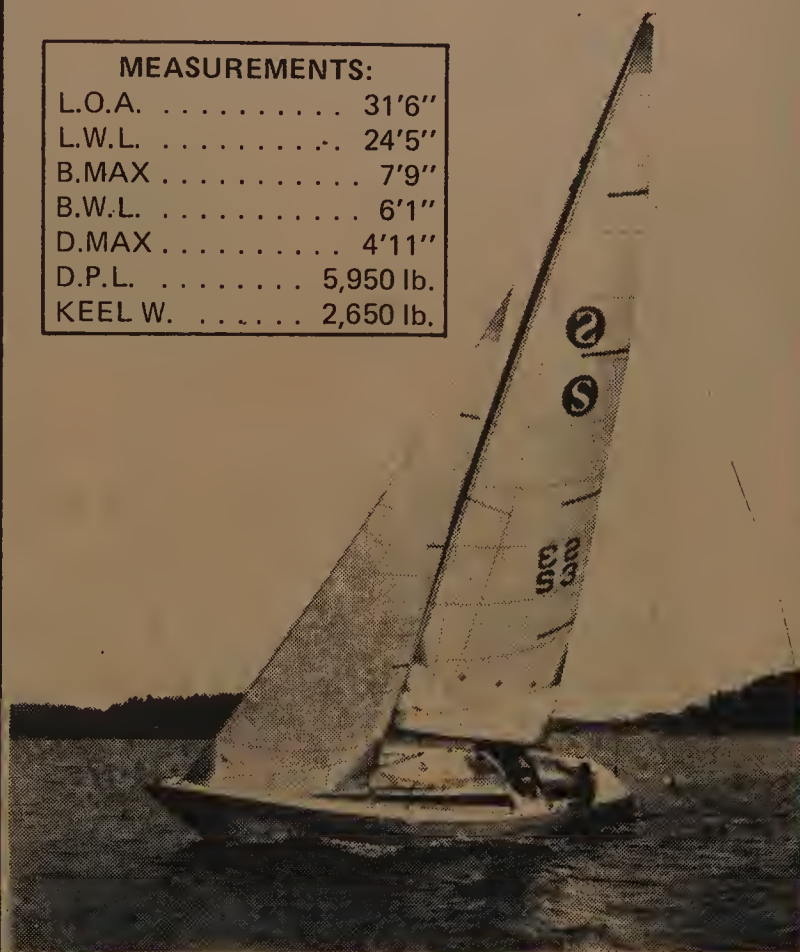
## SENORITA HELMSMAN?

A dumb name for a Scandinavian boat? A lot of you thought so. A lot of you said so. Some of you just missed it all together.

We may be proud of the boat, but we are not too proud to change a name that doesn't make sense. From now on the SENORITA will be the . . .

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L.W.L. ....	24'5"
B.MAX ....	7'9"
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D.MAX ....	4'11"
D.P.L. ....	5,950 lb.
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We are trying to keep it that way, but it is getting harder every day. So, see us soon!



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# Dick Seay's LEWMAR REPORT

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eter and carefully selected  
angle of jaws ensure firm  
grip.

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diameter may be accom-  
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# CALENDAR

**28**

**may**

master mariner regatta

**10**

**June**

mora - ocean vallejo race

**11**

**June**

aeolian lightship race

**15**

**June**

small boats start the singlehanded transpac

**17**

**June**

zellerbach finn regatta

**19**

**June**

big boats start the singlehanded transpac

**1**

**July**

boreas race - sf to moss landing  
mora long distance - sf to san diego  
(phrf start for big boats)  
laser slalom - sfyc

**15**

**July**

great south bay race - 494-6660

**20**

**July**

biannual sf to santa barbara race  
contact st. fyc

latitude  
**38**

Richard Spindler - Editor & Publisher  
Kathy McCarthy - Advertising Manager

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(415) 924-8335

*The Northern California Sailing Sheet*

SINCE

1851

EXPERTS IN THE

WAYS OF THE SEA

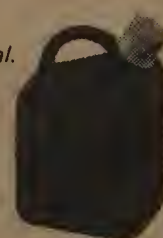
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602T 1 Gal.

1 Gal. jug. . . \$2.35  
2 1/2 Gal. jug. . \$3.75  
5 Gal. jug. . . \$5.50

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COMPANY

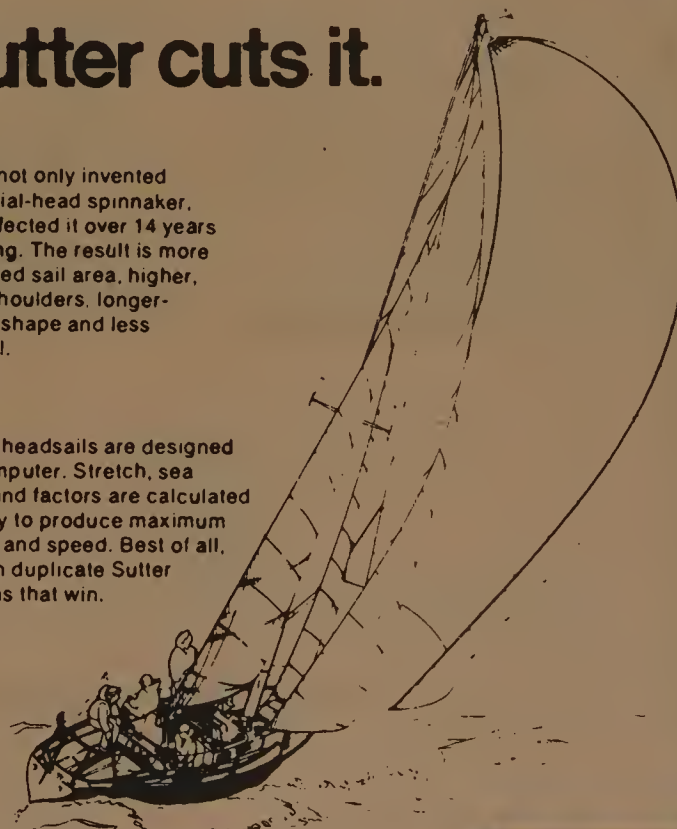
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# IT'S HARD TO BE HUMBLE. . . .

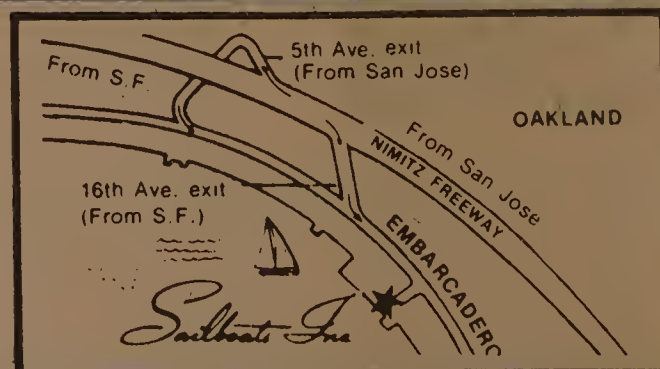
WHEN YOU BUILD BOATS AS GOOD AS  
PEARSON, BUT BEING PROPER NEW  
ENGLANDERS THEY ARE . . .

SO, BEING FROM CALIFORNIA  
OURSELVES, WE BRAG FOR THEM (AS  
YOU'VE PROBABLY NOTICED) WITH  
GOOD REASON - WE'VE SEEN WHAT  
THE OTHER GUYS BUILD.



*Sailboats Inc.*

21 Embarcadero Cove  
Oakland, CA. 94606  
(415) 536-6760





# LETTERS

Latitude 38,

Your edited version of my Log of the Singlehanded Farallons Race inadvertently caused considerable commotion and consternation. Which only goes to prove how widely read Latitude 38 really is.

Early in the log I mentioned that I had purchased an autopilot from Alpha Marine Systems which led to my deciding to enter the Singlehanded Race. Throughout the race, as related in the log, I was unable to leave the helm . . . indicating 1) the autopilot wasn't on, or 2) it wasn't working. (God forbid).

PLEASE, for all those thinking about buying an AP-4A who called to ask what was wrong with it and especially the Alpha Marine people who also read the story and called to offer assistance with any problems I might have as well as the dealer .

... The pilot was purchased for the race, but installation and check-out was not completed. That was the reason I had to handle the helm myself. It wasn't the fault of the autopilot.

Since the race, I have had the pilot installation completed and its performance has been faultless and everything they say it is.

Cordially,  
G.A. "Andy" Marken

*Andy — Boy, are we stupid. We were sure you were really knocking the autopilot and thought that after a couple of mentions that it might be better if we stopped referring to the autopilot altogether. Actually it's pretty funny if you stop and think about it.*

*We do offer our apologies to you and Alpha Marine for any problems we may have inadvertently caused by our nit-wit editing.*

Latitude 38,

Good article on boat shows — the Mariner Square thing was really the poops.

Mason Kline  
Oakland

Latitude 38,

Could you please print the following?

*Sure.*

To the friends of Teka,

We finally found time to write you all. We left Sausalito December 11 and sailed south in Teka. People had said a 28' boat would be too small even for just two people, but we left with 2 adults and Nathan who is 6 and Michael anyway. Eleven sailing days later we got to Cabo San Lucas.

In general we sailed offshore since we all sleep better farther offshore. We had began with a short hop from San Francisco to Monterey, and then to Catalina. We did hit some strong winds in the Santa Barbara Channel that pushed Teka at up to 10 knots at times. We took a mooring at Avalon where we paid for two days and got 7 days free. Avalon was very quiet with only one other yacht in the bay. We then sailed from Catalina to San Diego.

In San Diego we did our final fitting out before heading further south. We spoke with some friends on the yacht Westerley who had 30 years sailing experience in Mexico; Pete

## WHAT'S WRONG WITH THIS SPINNAKER?



## NOTHING.

IT'S CUT FLAT TO GO FAST. JOTZ HAS BEEN MAKING THEM THIS WAY FOR 10 YEARS ' & SOME PEOPLE ARE FINALLY BEGINNING TO UNDERSTAND WHY.



555 ILLINOIS  
SAN FRANCISCO

863-2945



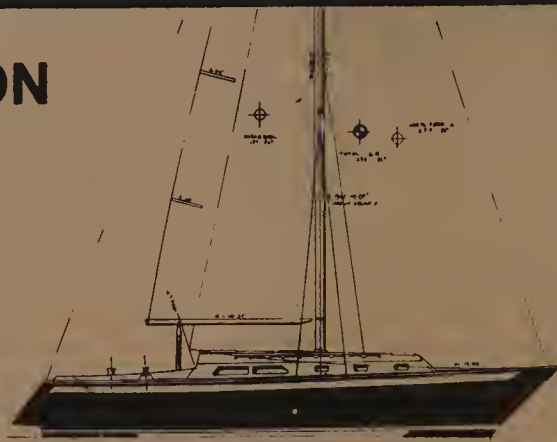
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# LETTER

who is 65 and Barbara. When we told them of our plans to sail offshore they warned us of a high wind area at Guadalupe Island. Pete and Barbara's yacht, Westerly, is a 45' ketch converted from a fishing boat, and has a 8 horsepower engine that just barely moves the boat in a headwind.

After San Diego we made the short jump to Ensenada where we entered and cleared the port in just 4 days. We met a Mexican national, Jose, and decided to take him along for the trip to Guadalupe Island. We had to motor most of the 180 miles to Guadalupe, however, just as we sighted the island the winds and seas picked up from the southwest to about 25 knots. By the time we got to the island, winds had increased to 40 knots and the cruise ship Pacific Princess was even heading for the lee side of the island. We took shelter in a cove 1½ miles south of the northeast point. We anchored about 100 yards from shore in 10 feet of water in soft mud and watched the barograph continue its downward plunge.

We could hear the roar of the sea elephants and the kids wanted to go ashore and see them. So, Jose and I pumped up the Avon while Natalie started to prepare the albacore we had caught earlier. The wind kept gusting down the mountains which tower 1000' over the anchorage. Jose took the boys ashore and hoped to meet the fisherman. It was blowing so hard that the rubber boat flipped over in the shore surf and both the boys and the raft finally landed atop a large sea elephant. They were all rescued by the fisherman.

The wind continued to increase, so I put out the 15 pound Danforth. In the wind and rain and black of night rocks seemed they were going to fall right into the cockpit. By 5 am the wind had reached gale force and the Avon on the painter was like a balloon on a string. Fortunately by 10 the wind stopped, and the clouds cleared to reveal a blue sky.

Guadalupe has a fresh water well that is good for showers, but is too brackish to drink. The fisherman have lobsters and/or abalone. We tried both. Diesel is also available and we got 5 gallons for our Volvo. With the clear weather and rising barograph we decided to sail on to Mag. Bay and then from there down to Cabo San Lucas.

The run from Mag. Bay to Cabo was particularly good with winds 35 to 40 knots from the NW and we loved it, averaging 6 knots for that leg off the trip. But best of all was seeing our goal of Cabo, Teka and all us us were as high as the rocks on Cabo just to make port.

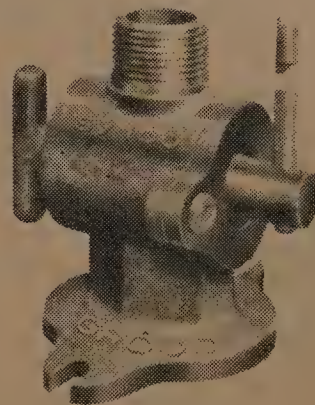
More on Teka . . . Teka has been good to us, the Terri Chambers installation of the new Volvo has proved itself. The wind vane built by Roby Daniels has been a real energy saver. "Fat Albert", the Avon works good, I only wish I would have left the outboard in Sausalito. The solar panel has been a great alternative to running the engine. We have no kerosene lamps on board and we use the light and yaesu [?] all the time. No dead batteries yet.

As for the ham radio, we check in twice daily with Jerry and Ralph VET CEM — VET CEO in Vancouver. They seem to take care of all the ham pirates at 0400 - 1600 ZULU at 110-119. We are in La Paz and will be coming home soon. Not because we hate sailing, but to sell our house so we can continue the business of sailing.

Aboárd Teka in La Paz

John, Natalie, Nathan, and Michael Gorham of Hurrican Gulch

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# NEW ARRIVALS

See Seven New Boats on Display at Sailboats/Sausalito

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## From France!



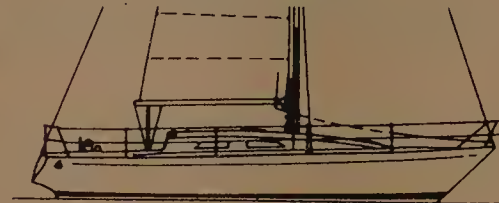
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**DOWNEASTER 32, 38 & 45**

**ISLANDER 28 & 36**

**FREEPORT 41**

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# FROM HARMONY

Taio hae bae,  
Nuka Hiva

Dear Friends,

We've been here almost a month now, using Taio hae as our home base while I continue to build a mast for a 'Mariner 41'. But... today is glue-up day and it will soon be over, sigh!

We are now settled into the cruising life style again. The vibes are good. I have managed to wear out my first swimming suit already. Swimsuits and sandals are the accepted attire for everyone, including the mayor, gendarmes, port officials, etc. To get fancied up one might put on a sports shirt.

Some of the nicest things in town are the shower and clothes washing area at the head of the quay, (never pass it without taking a quick, cool rinse off), and the free medical care.

A couple of days back I began to show signs of infection in a 'no-no' bite that was scratched too often. Staph is very prevalent, and sooner or later most people develop problems. Within 24 hours of my first symptoms the infection was spreading to all the supposedly healed sores on my legs. A trip to the dispensary soon had me all taken care of. Four different kinds of medication, including a heavy dose of antibiotics — all free. I guess they don't want a bunch of yachties dying on their shores, which could easily be the other alternative if the infection was allowed to go unchecked.

We have been taking groups of yachties on fishing excursions almost once a week. Our last one produced several barracuda and a large (for me) shark. It was almost 6½ feet long and nearly 150 lbs. Now it has been smoked, and tastes great! No much different than smoked salmon, believe it or not. Next weekend we have a large fishing excursion planned for Daniel's Bay, about 6 miles from here. Two boats will go down, ours and the 'mink' (the Aussies boat). On the trip down and back everyone trolls for tuna and mahi-mahi. Daniel's Bay has a large stream entering into it. Plans are to set a gill net across the mouth of the stream at night and let the tide fill it. Also Gille (a Frenchman), and Marcel (a native) are bringing their surfnet, about 40 yards long which they claim will produce up to 50 kilos of fish per cast. Having seen the results of one cast, I don't doubt it. But to me the most exciting prospect is the nighttime prawn fishing. It's done in the stream with a flashlight and a spear like a paper poker. Supposedly prawns in the 4-inch range are easily taken. The purpose of the trip is to provide everyone with fresh fish and to give the Aussies and ourselves a hopeful several month supply of smoked fish.

When the fishing is over we will head off to Va Pau, the island about 20 miles south of us. It is sparsely inhabited and reported to be good cruising ground. From there, we will head down thru the other islands ending up in Hiva Oa to resupply and receive mail. We are looking forward to cruising Fatu Hiva, but that's a few weeks off.

Yesterday I rigged a dipole antenna for the ham set. Very good results. It has opened up the 20-meter band for me. Also I get much better reception on the 15-meter band. So now maybe I can work a phone patch in.

— The Slivkas, Paul, Mary, and Amy

*The Slivkas recently sailed to the south Pacific in their 30' trimaran, and occasional we get letters from them.*

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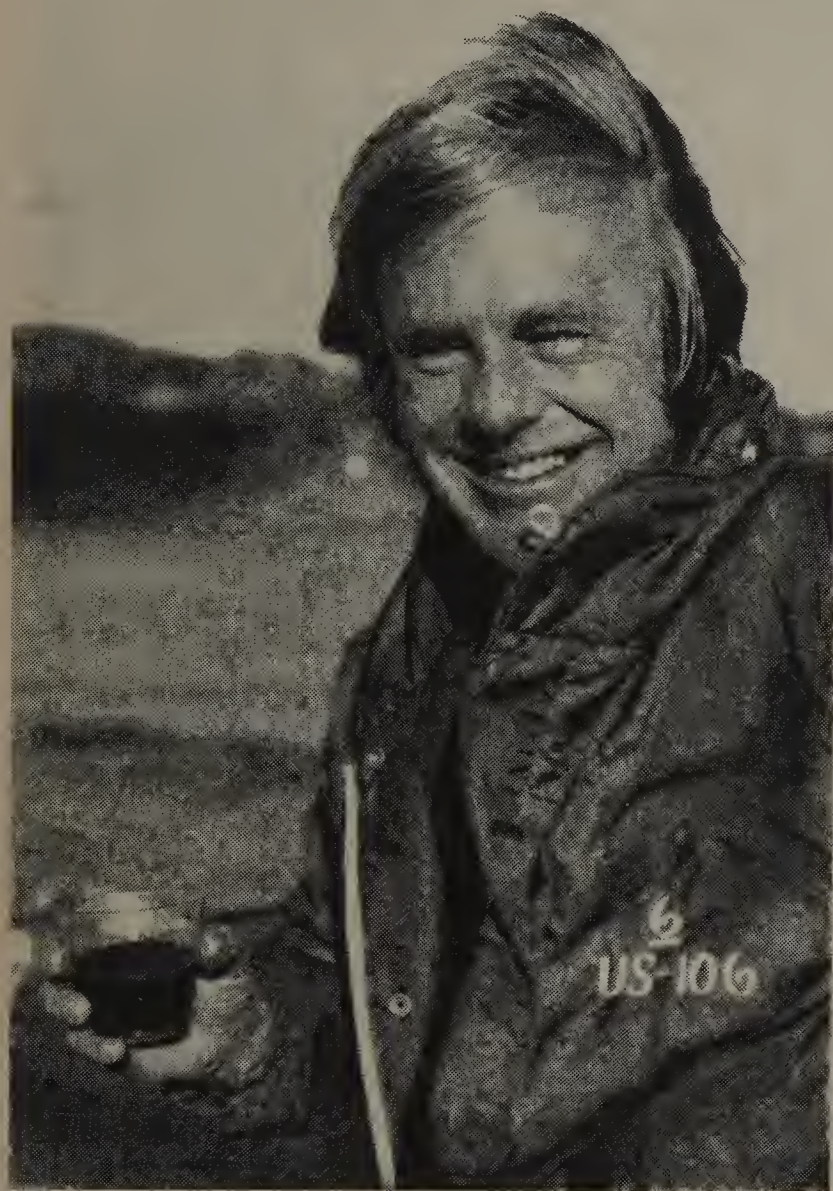
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# MULL



*This is the concluding part of our interview with naval architect Gary Mull. Part One appeared in the May issue of Latitude 38.*

*In case anyone is wondering, all of this interview was recorded before the "provisional rule" was passed out for consideration.*

38: What caused that kind of racing to stop?

MULL: Well, what caused it is that for some reason every yacht club has decided that it has to have its own series instead of participating in a general race series. You'll wind up with one yacht club having a series here, another there, and yet another over further — so people just split the potential up.

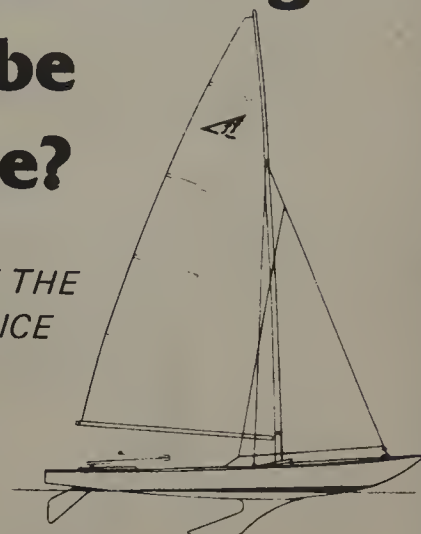
Another thing is that there are just a lot more people racing now, and you can't get all those boats in one harbor like you used to be able to. But I think it's a damned shame that more isn't done to sponsor the kind of racing where people sleep on their boats.

I happen to like sleeping on boats. I happen to like getting up in the morning on a boat for breakfast. I like the smell of breakfast on a boat — it's better than anyplace in the world. That's really nice, but it's part of the sport that we've just thrown away. It's just a crime!

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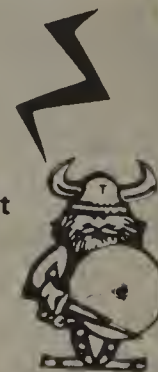


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"Mage Wind" a new Peterson 34 owned by James Wagenheim, also featured in Latitude 38 last month.



Although this month's featured boats are by no means stripped out racing machines, they are already winning races. MAGE WIND was first in her class in the Schoonmaker-Stewart Lightship Race. WICKED WITCH won both days in class C of the Coyote Pt. Regatta. Congratulations Jim and Jaren!

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# MULL

38: Then racing ought to be more than just getting out there and the tactics and setting sails?

MULL: If people just want to race then they ought to pick a Laser or an International 14. What I'd like to see, and I've been pushing it a long time and feel like a lonely voice in the crowd, I'd like to see all of the Ton series sailed where the crew must stay aboard the boat and must have their meals aboard the boat. No more of this bullshit! These boats are supposed to be ocean racers and they are supposed to be capable of some life support. I see nothing wrong with telling the crews, "You're living aboard the boats, you're sleeping aboard the boats, eating aboard the boats and that's it. You can go to the grocery store for food, but by god, you're going to come back here and cook it." Now, a lot of things would happen in a hell of a hurry. Boats would start to get comfortable damn fast.

As it is now it's just mental masturbation calling these boats 'ocean racers' — they're not ocean racers, and as a matter of fact I haven't heard the term 'ocean racer' used seriously in a long time. They call them One Tonners, Two Tonners, and so forth because who the hell would want to race in the ocean in one of these things for a week? I'd rather go to a motel and day race. If they want to go to a motel and day race, why spend all the money on toilets and 2 inch bunk cushions that you don't use. say: sleep aboard the boat, eat aboard the boat, and you'll end up enjoying it alot more.

38: What's the out for the general sailing public. Do you think PHRF is the best bet for racing, or one-design, or is there nothing left for the average guy?

MULL: (Laughter). I think that the best rating rule I can think of right now is the I.O.R. — by a factor of 100. Compared to the PHRF, the PDQ, the Bailey Rule, and the 'good old' CCA rule . . . oh christ, people don't know what they're talking about.

38: Hasn't the IOR driven a tremendous number of sailors out of racing?

MULL: How does the IOR eliminate them? All it is, is a rating rule, and a rating rule doesn't tell you that you have to spend \$20,000 a year on sails. You do that, or your competition does that. Believe me, it's every bit as bad in one-design classes. The cost of yachting goes up because people have — and are willing to spend money on it. That hasn't anything to do with the rating rule. The IOR doesn't have a damn dollar-sign in the whole book.

38: Yes, but hasn't it ended up that way?

MULL: Any racing ends that way. I used to own a Finn and I spent to my hilt on that boat. We used to race Star boats and we spent our hilt on that boat. We raced 6-meters and we've raced to our budget in 6-meters.

There's no racing in the world where people are serious, that they don't spend to the goddamn limit because they always want what they think is best. Half of the time it isn't the best, half of the time it's just whim or fancy or style or fad. But people keep doing it, and it has nothing to do with any rating rule.

There is no racing venue existing that will do anything about the cost of the sport. The cost of the sport just depends what people are willing to put into it. Look at golf. There are carbon fiber golf clubs at \$150 a whack! They give you 3 more yards a drive — it's crazy!

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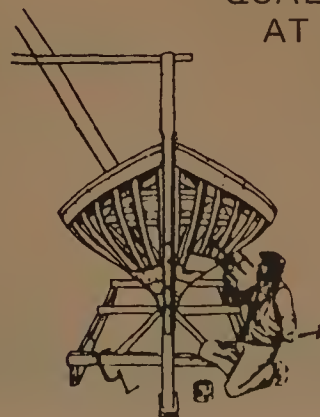
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# MULL

I think if people want to be serious, let them race anything they want, but don't blame a rating rule on the cost. You take a look at the boats racing PHRF and they're spending a lot of money — nobody blames PHRF because they got a new genoa, they blame their own stupidity for carrying the old one too long in heavy weather. But they get a new one, nevertheless. I think that if people want to race in a rating rule system, the IOR is by far the best system that I've ever heard of, let alone any that is on the horizon.

This MIT sponsored thing on the East coast that is supposed to give us some miraculous results — well, I stopped believing in miracles a long time ago. I've seen some of the results and they are pretty interesting, but we are so damn far from a real working rule that's going to work better than the IOR. If we're going to replace the IOR, we ought to replace it with something better, and there just isn't anything. People want the 'good old days' of the CCA — they don't know what they're talking about.

38: They weren't the good old days?

MULL: No, it's like people falling in love with the Model T Ford. "Oh gee, they don't build them like they used to". Damn right they don't! Cars nowadays are better than the Model T, it's just that everybody doesn't want to believe it.

38: But in terms of eventual resale value, weren't the boats built to the CCA rule more valuable later on?

MULL: Yes, oh sure, but they had different purposes. It was the Cruising Club of America, "Cruising" club and people weren't as competitive then. They thought they were, but they didn't have any idea of the limits — they were just scratching the surface of what kind of competitive limits we'd be working with.

38: What do you see in the future, is it going to get more competitive? Are we going to end up with spider webs for rigs and hulls made of paper?

MULL: No. One of the things we have a pretty good handle on is the super light hull and the 20-spreader rigs or whatnot. The ultimate rig, you go from one to three to five spreaders — the ultimate rig will be no spreaders at all, but simply a high strength spar varnish which will in essence be an infinite number of spreaders.

No, I think we've got controls on that, we have controls available to us. We can simply pass a rule that says you only get two spreaders, or you get one spreader for every thirty feet of boat or something like that. It depends on what the sailing public wants. What the sailing public, I think, ought to be careful of, is their disastrous lack of knowledge. They are being led down primrose paths left, right, and center.

38: Where are they being led?

MULL: I'll give you a couple of examples. This sport, like any other factor in human life is subject to fads and styles. A couple of three years ago we had an energy crunch — resin was on the short. This combined with some bad-mouthing, particularly of the IOR rule in southern California, and all of the sudden [Mull bangs his fist on the table] the IOR is on the way out. We're going to have a new rule. The Bailey Rule, Jack Bailey had his own pet rule that essentially was going to make his boat go and win races — other guys had their own pet rules that were going to make their boats win. The upshot was — a pretty interesting thing — that all the fiberglass production

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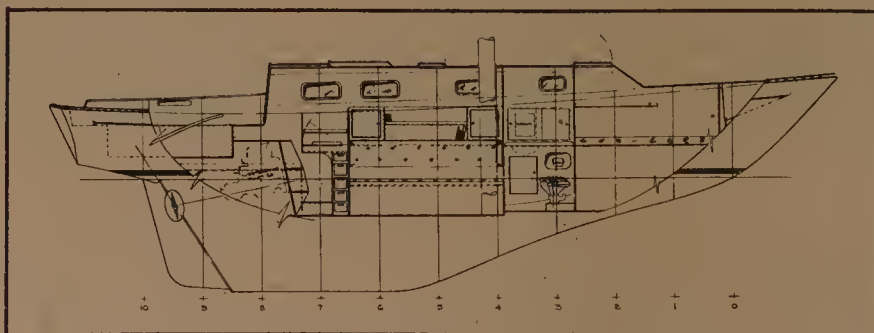
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# MULL

yacht companies in this country stopped making 'racer/cruisers' or whatever you want to call them. They backed off and decided not to build any for a while. Cal backed off, Ericson went to these clipper-bowed 'cruisey' things.

38: The Westsail route?

MULL: I wasn't going to mention that boat, but what happened was that all of the sudden everybody had to go cruising and a couple of companies started to produce caricature cruisers — they weren't real — they were caricatures. But oh! the boat had an inch and a quarter skin thickness and massive chainplates. Of course, if you looked at the massive chainplate of 1 inch thick stainless steel and looked how it was connected to the inch and a half fiberglass hull — it still wasn't any stronger than a piece of scrap metal.

We had the double-ended bowsprit boats, well why don't we have . . . is there something that happened that they took this wonderful type of double-ender . . . did some mean son-of-a-bitch or fascist dictatorship outlaw that type of boat or did we develop past that kind of boat. A newer boat that sails better, and is more comfortable. Damn right we did! What happened there was a fad, it's a wonder they didn't bring back the square-rig.

Anyway we had the yachting public believing that they were going to go to the South Seas — the yachting population of the South Seas was going to quadruple in a month and a half. But what it was, was that a lot of people spend most of their lives doing and thinking about something besides sailing — earning a living for example — so they wind up reading the ads. They see it's the new trend, so they think they had better get one.

I think that anybody who is going to fork over the kind of money that these boats cost should spend a little more time than just reading the advertising, even though advertising is great fun to read.

38: Who should these people listen to or turn to for advice?

MULL: God damned if I know! But it used to be a kick watching some of the boats being demonstrated here in the Estuary. There were a couple of different kinds of boats being demonstrated — they would power out to the end of the Estuary and hoist the sails and then sail down the Estuary which happens to be a nice broad reach to demonstrate the sailing potential of the things. At the end of the Estuary they would drop the sails, turn on the engine and demonstrate the engine on the way back up, because they had discovered to their dismay that a couple of boats couldn't be gotten up the Estuary in light air. They almost can't tack, but they sold like hotcakes!

38: Where is the average production boat headed these days?

MULL: Well, the average production company is starting to build 'racer/cruisers' again; boats that have a reasonable chance of winning a boat race, yet are comfortable enough to stay on in comfort.

38: Can you give us a couple of examples?

MULL: Ericson just did this 3/4 Tonner that is a reasonably comfortable boat down below. Cal just did this Cal 39, I don't know about the racing potential of these boats, it's not all that bad I'm sure and they are fairly comfortable down below.

38: Where can they race?

MULL: Anywhere.

38: Yes, but can they be competitive under the IOR?

MULL: Sure, oh sure. The Ericson rates 3/4 Tonner, uh, the

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# MULL

Cal rates around 32.0 feet — it may not be competitive against a one-off Two Tonner at that rating, but she'll be a damn sight more comfortable. These are just two examples, but there are a lot of other companies moving back in that direction. We are working with a number of companies for boats along these lines or we have already done boats for them. We've done a Quarter Tonner and a Half Tonner in Spain, we're doing two more boats in Japan and these are going to be 'racer/cruisers' that should rate quite competitively.

**38:** Again, under IOR?

**MULL:** Yes. I think the people who want to race PHRF should, gee. . . they should race PHRF because there's a lot of people happy racing PHRF. For people who want to race a little more seriously, I think IOR is a better avenue of approach just because it is not so much of a subjective thing. I say not quite so much, because there is some subjectivity in writing any rating rule.

Rating rules get more and more accurate as the limits get more and more restrictive. But even in a one-design class like Star boats, the difference in time between the first boat and the last boat in a 10 mile race would mean if they had been racing on rating, one boat would have to rate almost double the other. So, it's really hard to say that if a boat finishes 'here', his rating ought to be 'such and such' — and that's the problem with PHRF.

People keep thinking we're going to have some rule that is going to make them all equal, and the problem is boats can be equal, but unfortunately men are not created equal, and it's the men who make the difference. A lot of people forget when they see a one-design race, what an incredible difference there is between the first and last place boats. And these are the same people who wonder why we can't have tighter racing in rating classes.

**38:** Theoretically, if you have two extremely good skippers and crews in a one-design race, shouldn't they finish very close together?

**MULL:** They do.

**38:** Whereas under IOR isn't it possible that even with equally good crews you might have a wide difference in how they finish?

**MULL:** Oh yeah, oh yeah. See under the IOR you have design freedoms. Take the Moore 24 and the Lee 33, the new One Tonner — very fast downwind, slow upwind. The designer made the choice and the owner made the choice, they want to go downwind fast and they don't care if they go fast upwind. That's not to say they are good or bad designs, it's just that a conscious decision was made on the part of the designer to have that kind of boat.

**38:** Is that fair to the guy who wants to race both upwind and downwind? Doesn't it make something like the TransPac a race for specialized boats?

**MULL:** Pretty much. I mean christ allmighty, 2500 miles all downwind (Laughter), you sure as hell don't want to go on a 6 or 12 meter. Sure it's a specialized race and anybody who thinks that it isn't or wishes it isn't is just reaching for the moon.

**38:** Doesn't this lead to a fragmented situation where a guy has to have a certain kind of boat to win?

**MULL:** It already has, look at Merlin.

**38:** Well yes, that's straight downwind, but I'm thinking of

# MULL

even more specific local conditions.

**MULL:** You know, I read a really good phrase last night if I can remember it. Well I can't, but it was something like "what you lose on the Ferris Wheel, you make up on the Merry-Go-Round". Really, one of the nice things about the IOR is that you can paint your boat any color you want, you can make it any size you want, and it can have just about any shape you want. And still, all in all boats are racing pretty competitively with one another. You look at the One Ton and Half Ton series down in Australia and New Zealand — Farr overshadowed everybody down there. Well, it's not really any great wonder, he had 90 percent of the boats in the regatta. It used to be that Sparkman and Stevens boats won everything, but look at how many S&S boats there were entered versus anyones elses designs, so it was little wonder that their boats were winning.

But with the IOR you do get a broad spectrum of designs. For example, at the One Ton Worlds last year in Marseilles there was Resolute Salmon, a Chance daggerboard design; there were a couple of Farr designs; a couple of Peterson boats; a lot of really different kinds of boats. Geez, you put Resolute Salmon, a Peterson, a Holland, a Farr and one of our boats in the same yacht harbor and people who don't really know they are racing together in the same class just wouldn't believe it — they are that different in shapes and size and rig.

The IOR is a very good rule in that respect, allowing a lot of different kinds of boats to race competitively. Sure there will be times when a boat will be a lot faster than other boats. Speed downwind is all the rage — that's the style, that's the fad, everybody has got to have a boat that flies off the wind. So we're doing some light boats too that are flying off the wind — we're pulling the displacement our our Half Tonners from just under 7,000 pounds to just over 5,000 pounds. That's almost a third of the displacement of the boat. We're going to wind up with one of the lightest Half Tonners sailing this year rather than one of the heaviest. Partially that's a good thing to do, and partially it's a fad. But there is so much in this sport that is style and fad. It used to be everybody had to have Topsiders or you couldn't walk on the deck, now people have discovered there are a couple of other ways not to fall overboard. If you believe the advertising, you've got to have one or the other brand of sails or you can't get around the course. The fact of the matter is that there are a couple of people making sails out of garages that are pretty damn good. All this stuff is happening.

**38:** You think then that the IOR is alive and well?

**MULL:** The only place the IOR is not alive and well and thriving and red-blooded and strong as an ox is here in the United States where for some reason everybody went, let's see how do I say this . . . for two years the representation of the sailors to the ITC / IOR / ORC thing was almost non-existent. The guy who owned a PDQ 27' simply didn't have a voice in his sport partially because he didn't exercise it and partially because there was a power base in yachting on the east coast. Everybody knows the yachting power base is on the east coast and to say otherwise is foolish, but that's where the power base of yachting is, that's where most of the sailing is done, and that's where the administration of the sport has been since time immemorial. But we're starting to develop sailboats and sailors and sailing out here and we are getting more to the point where



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Point Richmond*

DeWitt Sailmakers are now in a new loft built to order in Brickyard Cove, Point Richmond. Their new address is right down the street from the Richmond Yacht Club.

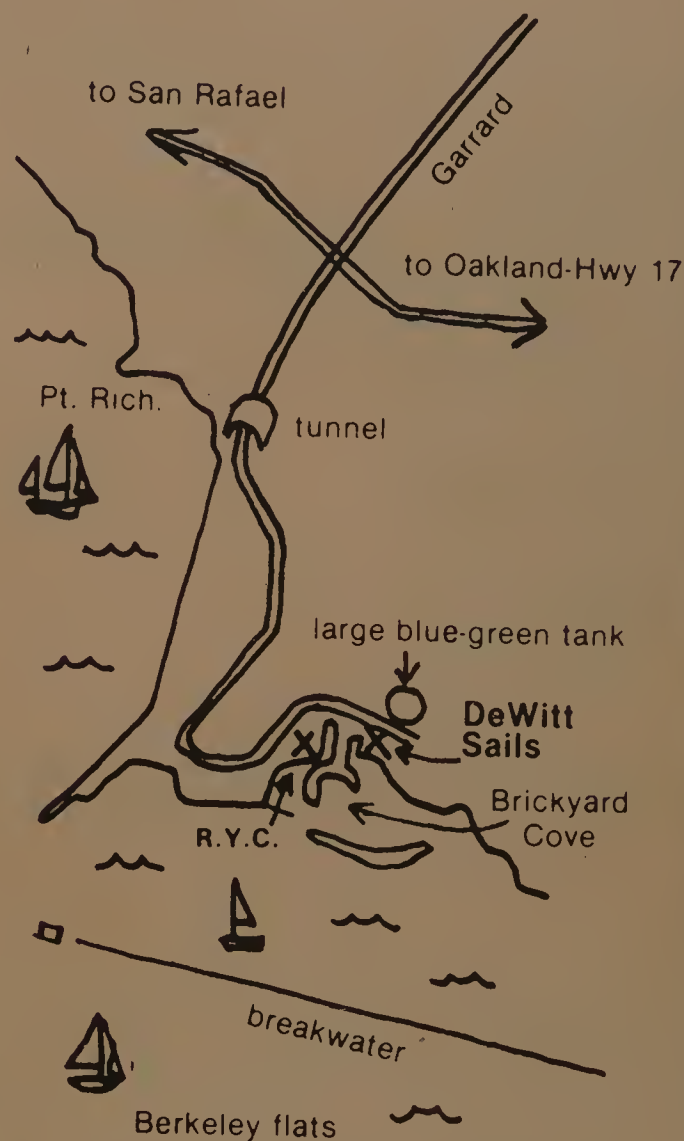
When asked why he moved his well-known Richmond loft, Jim DeWitt explained, "First, we'll be able to work more efficiently in our new loft. We'd been working in pretty close quarters for some time — we needed more room!

"Secondly, we saw a chance to offer better service to our customers in a water-side location. Here we'll be closer to the problems we're trying to solve. Old inventories can be viewed and new sails tested more efficiently and more frequently than in a land-locked sail loft. Our new sail-up service dock is under construction now and should be ready soon."

Watch for notices of a series of racing and cruising seminars to be conducted by Jim DeWitt in the new loft in the late summer and early fall. Special discounts are planned for all DeWitt customers. If you are not already on their customer list, call them soon and ask for a quote.

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**dewitt sails**



sailors want their representatives to represent rather than to tell them what to do. The whole mentality of the country has changed in that respect, we're tired of having our leaders tell us what to do.

Now that was sometime ago. For the last three or four years I've been trying to get people to realize that I'm a representative of the United States on the ITC and obviously I've got my own opinions and I wouldn't be worth a damn if I didn't — but I solicit sailor's opinions, their gripes, their bitches, their complaints and every once in a while somebody even goes so far as to say we're doing a good job. Sailors are getting more and more to the point where they are getting into the act and I think that's great. But for a long while there was dissatisfaction with the lack of touch people had with the sport, they didn't feel things were under control. ORCA (Offshore Racing Club of America) grew out of that frustration and now we're controlling our own sport.

Nevertheless, there had been a lot of stuff published in the yachting magazines that was very contrary and damaging to the IOR and I always have felt that P.R. is such a powerful tool, Dr. Goebbles found that out. But we almost had negative P.R. on the IOR in the yachting press here in the United States, as a matter of fact we did have negative P.R.

**38:** We weren't really following the IOR at the time, but we sure got that impression.

**MULL:** Well, it's a funny thing. In Europe the IOR couldn't be more popular if they gave away money with your rating certificate. One of the guys over there at the 3/4 Ton Worlds had "God Bless the IOR" written on his transom. There are all kinds of Ton boats, people had all kinds of different designs and believe it or not, there are more one-off boats built in England than there are in the United States. Now that's crazy, England is broke and the United States isn't — at least that's the way it was a few months ago. And there aren't anywhere near as many people in England either, but they build more one-off boats.

In England they really like to race different kinds of boats. In the United States we have the mentality — good or bad I won't comment — we have a production mentality. In England you get a MG or a Jaguar and it's damn near hand built — they fall right apart unfortunately (Laughter), but here you get one of a zillion a day lookalike cars built by General Motors or Ford. Everything here is just one in a series, in Europe it's not like that.

**38:** Yes, but doesn't that enable a greater percentage of our population to be able to afford getting out there and enjoy sailing?

**MULL:** The difference is this; we pride ourselves on being individuals here in the United States, but the truth is that more people here are afraid of being an individual than people are anywhere else I have been in the world. Nobody wants . . . I have guys who say "I really like that design you're doing, get one built and I'll take the second one." In Europe, christ, you get them a sketch and if they like it they say "great let's build it and see what happens." Over here nobody wants hull number one, they want number 5.

It's really funny. Yeah, I think that building boats in production is great and that more people get into the sport that I personally think is the best sport going — better than anything I can think of, almost. So the production companies do sell

boats that are very similar and it gives us a tremendous advantage. You can have the PDQ class where we can all race one-design or at least very close to it, and we do have that advantage. Anyway, I think that for a long time . . . there were a lot of people that felt, and I think rightly so but not a 100%, that their boats were being made obsolete by the IOR. To some extent that is true, it's a sad thing, but it happened. That was quite sometime ago and we on the ITC have been working on the IOR IIIa which has a sort of built-in time allowance for age, so that older boats get credit for being older.

**38:** Is this something that is new?

**MULL:** No, it's been going on for several years, it just hasn't been used . . . people in the U.S. would rather bitch about the IOR than even take a look at it. The IOR Mark IIIa exists but a lot of yachting centers have not adopted the IIIa, they would rather moan and complain and say "oh my god". Look, if we were racing IIIa which we are supposed to be doing according to the international rule, you get your IIIa-rating, period, which is lower than Mark III. If your IIIa rating is lower you get that. But instead of adopting the IIIa rating they say "oh, let's have the PDQ rule or PHRF rule" — and that's crazy. I think people ought to participate in their sport more than they do. They ought to write a few letters and people have been doing that lately. Say "I like this", or "I don't like that", and usually it's "I don't like that", but what the hell it's feedback and we need that and can deal with it.

**38:** Where is racing going?

**MULL:** I think we will probably see a proliferation of the grand prix mentality. There are a lot of people, I hesitate to say pros because they are not pros — it costs them money — but there are a lot of people who will push the competitiveness of the sport right to the limit unless there are limits imposed by the people that participate in the sport. It's like golf or tennis, the fact of the matter is nobody is ever going to sell time to television to watch a yacht race so that normal professionalism doesn't have much of a chance in yachting — a little bit, but not much.

Even so, just as in golf and tennis there's a lot of amateurs that like to try their luck against the pros anyway, so we'd wind up with a kind of pro-am circuit anyway, where 99 percent of those participating are amateurs and 1 percent pros. That's the way it is in the SORC now anyway.

I think we will see the competitiveness of racing, PHRF, IOR, and one-design get tougher and I think people want that. My philosophical point of view is that everything else in life is getting less competitive, that the government is going to be taking care of us from birth to earth in just a few years — they are going to take all your money away from you and give it back somehow or another after blowing 10 or 15 percent along the way as they do now. But it's going to get worse and worse in my opinion.

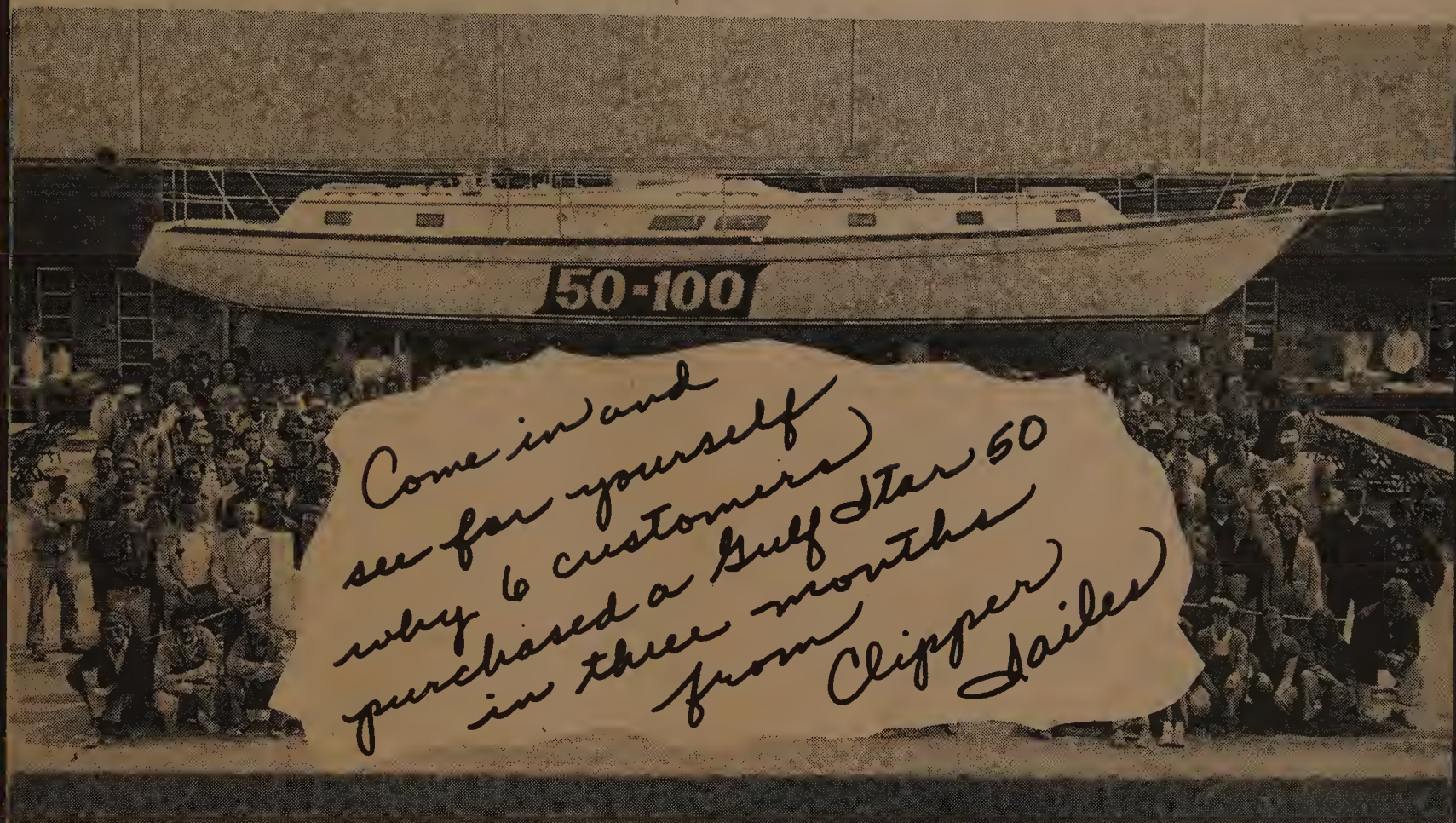
**38:** So you see racing as an outlet for people?

**MULL:** Sure. Nowadays there are damn few places where you can put yourself at risk. Going skiing you can break a leg or if you're really stupid you can fly off a cliff and get yourself killed. You can go surfing and that's pretty dangerous. You can go race automobiles but that's terribly expensive and is fairly dangerous. And, you can go ocean racing at sea against man nature and that can be fairly dangerous. But other than things



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like that, it's pretty hard to put yourself at risk or give yourself a good physical challenge these days.

You know Nader and his gang have gotten everything so safe that pretty soon there won't be anything we can eat that won't not kill us. I'm convinced that there is nothing in this world that won't cause cancer in rats if you give enough to them. It won't be long before everything is forbidden (Laughter). They got umty ump different kinds of materials and paints that you can't use because they may or may not be harmful. We're getting so enwombed that people are really looking for a place to get some elbow room and scratch again. Guys really get a kick in going to the masthead in a seaway now, it's about the only place where they can maybe risk coming home with a bandaid.

38: Do you think most people race for the chance of danger?

MULL: No. I think what gets most people racing is that they decide to try it, and like heroin, it's very addictive. They somehow decide to give it a shot, they find out that it's really fun, more fun than watching amateur bowling or whatever. And it's sure a heck of a lot more fun than belting a little white ball around the lawn.

38: But seemingly some people have gotten burned out on really serious racing, for example in southern California and in the northwest the PHRF fleets are much much larger than IOR fleets.

MULL: That's not the difference between serious racing and not-so-serious racing. That's the result of several things. Southern California is the hotbed of IOR dissatisfaction, real or imagined. There's more people in southern California who will tell you what's wrong with the IOR without knowing much about it at all.

38: Why southern California? Is it the weather or the smog?

MULL: (Laughter). I think there's a lot more talk down there. They do a lot more sailing than we do and there are a lot more people who seem to have the time to ad their two cents worth. We had Jack Bailey who took the time to generate his own rating rule; it wasn't a very good rule, but he took the time to do it. He was searching for an answer that would have made his boat a damn sight more competitive. People are tending to shed a lot more heat than light on the subject.

38: Will the IOR still grow?

MULL: Sure. In PHRF nowadays there are guys who are spending bucks for the one-off boats and the sail wardrobes, but they're just spending it to race PHRF rather than IOR because they think that's where the action is. But what they are finding out is that PHRF is getting so cluttered up with guys hoping to find a rule that will make their boat win. So they are going to wind up coming back to IOR — I just talked to half a dozen of them a couple of days ago. These are PHRF guys who want to race IOR down south again, they just have to get the organization cooking again.

Everyone dreams of a rule that will bring home the hardware for them. The sad fact of life is that there will always be more losers than winners unless it's a two boat race. There's nothing you can do about it, most people are going to be losers most of the time. If ten boats race, 9 of them are going to lose (Laughter). There is no rule that is ever going to solve that problem. Everyone wants to win these days, nobody just wants to enjoy competing in the sport for the sheer pleasure of it.

38: We sense that many sailors feel that in a 10-boat IOR

race there are 9 potential winners, and themselves who are non-competitive because they are a few dollars and a few headsails short.

MULL: Most of the boats that win don't win on money. That's a great crutch for people that lose or people who don't want to go all out. Most boats win because they are well sailed and well-prepared and willing to put out the effort. There is a damn sight more effort than money involved in yacht racing. There are skills, and intelligence . . . people don't realize just how much plain IQ is needed to get a boat around the course efficiently. Yacht racing is very much a kinetic chess game and it takes intelligence and effort and a willingness to grit your teeth and do what's right and be sure you know that it's right. It takes the time to find out what sail combinations work best on what point of sail and in what winds — and half the people just don't want to take the time to find out.

People always want to say "he beat me because he spent another \$500 more than I did." What they don't want to admit to themselves is that someone beat them because they put in the time and effort to make sure that they were ready and that the boat was ready. That's what wins yacht races.

38: It's not the bucks?

MULL: You give 95% of the people who don't come in first the first place boat, and you give the winning crew the third or fourth place boat and the results are not going to change with the crew. The first place boat is not going to win, the first place crew is going to win — always! Too many people are looking for too many crutches these days.

We're in the era of the "five minute problem and solution". You watch television and what happens is that in every commercial you are give a five minute solution for every problem in life. It works in television commercials so people think it ought to work in life and yacht racing too. It doesn't, it takes effort and skill to win.

38: Damn, that's really discouraging. But thank you.

## IS THE FOLLOWING A "CLASSY CLASSIFIED"?

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If you answered "yes" to the question drop dead! If you recognized the above ad as having no class, you are a classy person. That means when it comes time to sell your boat, trailer, anchor, child — whatever, you belong in the "Classy Classifieds". No bums allowed!

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Simple rules to the classy game: Deadline is the 15th of each month; classy ads are never, ever taken over the phone; \$10 check must accompany ad; finally, no special artwork or typstyles.

Show some class, send your ad to Latitude 38, P.O. Box 1678, Sausalito, Ca. 94965.



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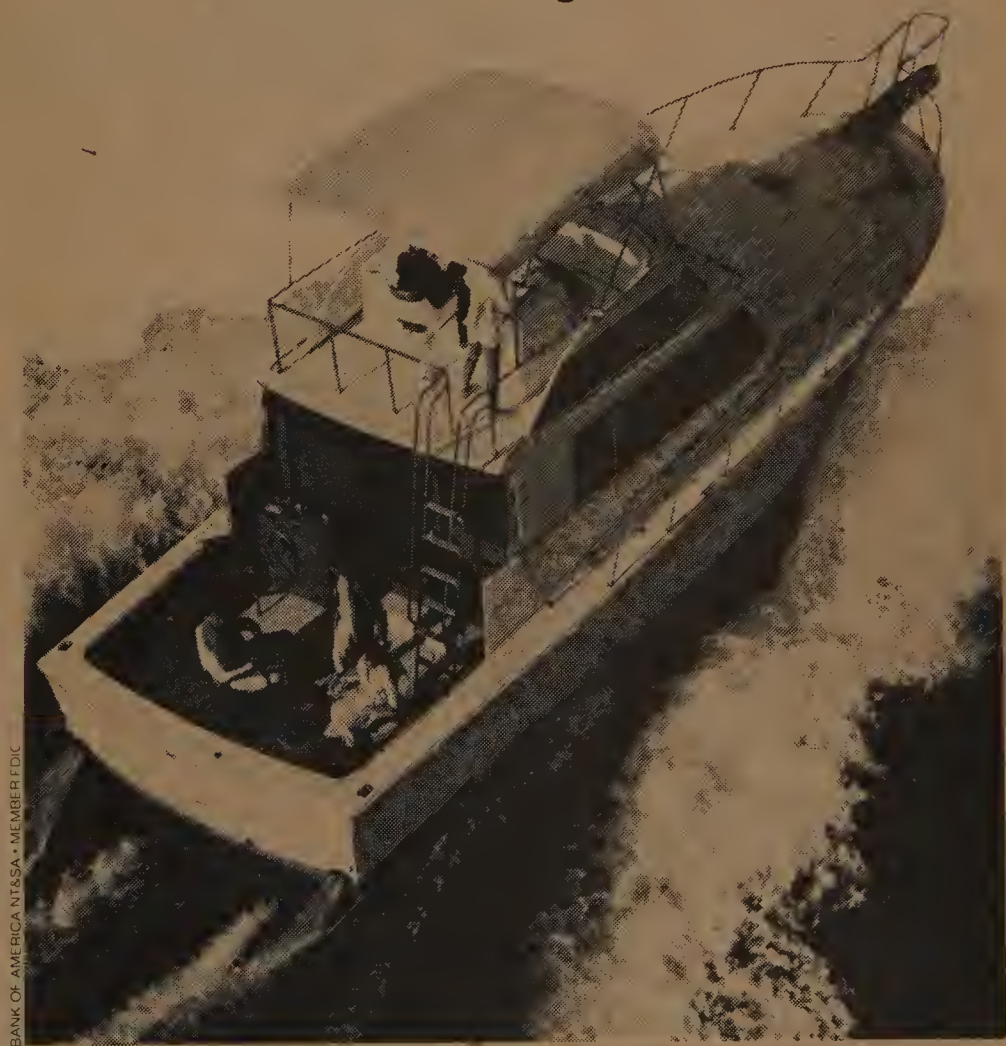
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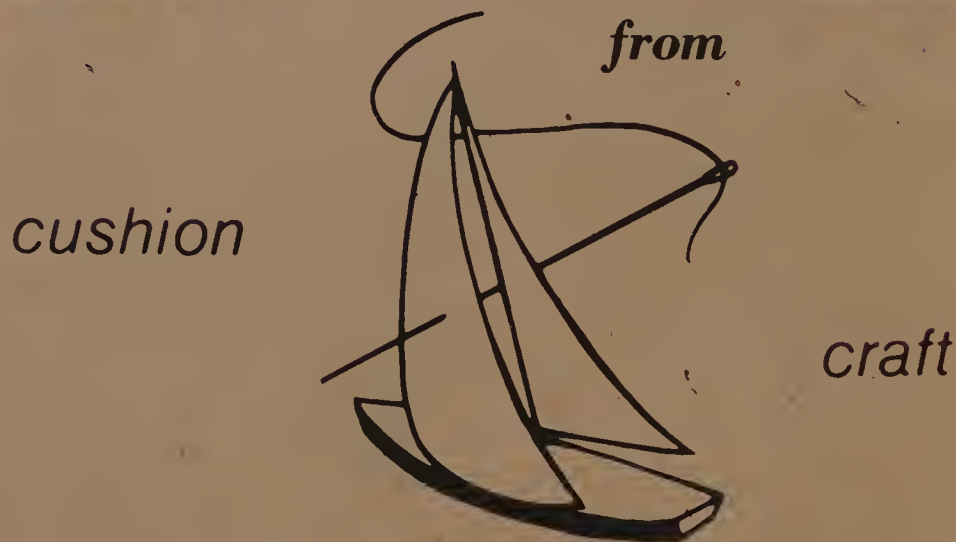
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The Freya 39 comes from the board of one of Australia's finest designers, who designed in safety, stability, and comfort, without neglecting performance. The Freya is and has been for the last 15 years the only boat to win the rugged Sydney to Hobart Race three years straight — in all different weather conditions.

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The FREYA 39 can be delivered complete or in what we have found to be a most popular kit form. The FREYA 39 kit comes with the difficult jobs completed so the owner can actually enjoy sailing the yacht before completing the interior.

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Complete Standard Kit includes: 1. Hand layed hull and deck. 2. Yanmar diesel with 2:1 reduction gear, and shaft installed. 3. Rudder with wheel steering installed. 4. Deck hatches, teak caprail



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# SIGHTINGS

## 10/4 was a day in october

The Coast Guard has begun monitoring Citizens Band radio Channel 9 for marine distress calls. But, as we have said before, they are not very happy about it, and urge mariners not to rely on CBs for help.

The Coast Guard's decision to monitor the CB Channel 9 was simply a response to the tremendous number of CB radios in use, and was done in spite of CB limitations. The transmissions will only be monitored at ten locations in northern California — Air Stations Arcata and San Francisco; Stations San Francisco, Monterey, Bodega Bay, Fort Point, Rio Vista, Lake Tahoe, Mare Island, and Humboldt Bay. Since some of these locations are hundreds of miles apart and CB radios have an effective range of between 5 and 10 miles you don't have to be Einstein to see that coverage is spotty.

Additionally, the Coast Guard is letting it be known that monitoring CB Channel 9 will be done strictly on a secondary basis to VHF-FM communications. There are times when the CB receivers will be turned down or off at the ten stations, and when they are used they will only be used to acknowledge and assist in genuine distress situations. There will be no CBs put aboard Coast Guard vessels at this time.

The Coast Guard would like all yachtsmen who are considering purchasing a marine radio to consider the numerous advantages of a VHF-FM radio and be aware of the limited coverage offered by CBs.

## 73 days in a rubber raft

On January 6, millionaire Ambrogio Fogar and Mauro Mancini set out from Mar del Plata, Argentina. They planned to take Ambrogio's Spirit of Sunrise to Tierra del Fuego where Mancini would disembark and Fogar would sail singlehanded around the Antarctic.

They never got to Tierra del Fuego, as 13 days out of Argentina they were rammed by a whale. The boat sunk rapidly and they were able to grab only a couple of pounds of bacon and some sugar before they had to jump in their rubber raft.

On April 3 the two were picked up by Master Stefanos, a Greek freighter, after being in the raft for 73 days and drifting for 1,500 miles in the south Atlantic.

Mancini died 20 hours after being rescued; Fogar had lost 64 pounds in 10 weeks and is now recovering.

## great south bay race july 15

On the next page of Sightings in this issue you will find a listing of all the great "special events" for yachtsmen in July. Well not all, we forgot to include the Great South Bay Race, a notorious two-day affair with an overnight at the Berkeley Yacht Club. Details at 494-6660.

## ok okole ok okole

A number of local sailors have been asking us if we knew what happened to Sweet Okole, Dean Treadway's hot Farr boat. The reason for the inquiries was a story, which we didn't see, in one of the San Francisco papers that Okole was missing in the Newport to Ensenada Race.

Incredulous that such a well-travelled boat could disappear in such a powder puff race, we decided to do some sniffing and snorting. As our comprehensive investigation uncovered the facts, Sweet Okole, according to Dean Treadway, had never been missing at all, nor had she even been in the race. Further digging turned up the fact that the missing boat was Sweet Akole, not Sweet Okole, and it wasn't even the same size. Anyway Sweet Akole, an Ericson 35, was found safe a day later. Sweet Okole on the other hand, succeeded in losing the fleet in in Division B of the Island Yacht Clubs first IOR bay race.



**say, isn't that**

**angel island?**

No, as a matter of fact it isn't. It's Bartolome Island in the Galapagos. The boat in the photo is "Descubridor", a Vanguard 32 owned by Gene and Jose Evans who are pictured at the right.

Gene and Jose are filmmakers from Santa Cruz who made the stunning adventure film "600 Days to Cocos Island". The feature length, color film played as part of a special sailing series that took place in southern California in May.

So why are we printing a take from a movie that isn't even playing up here? Just to prove we can spot an eye-catching photo when we see one.



# SIGHTINGS

## tall ships sunk

Last month we promised our readers we'd see how they could get their youngsters on one of the 'Tall Ships' for the Pacific Tall Ships Race this summer. We found out; what you have to do is go out and buy yourself a 'Tall Ship', equip it, and put your kid aboard.

The problem is that the 'Tall Ships Pacific' has been called off for lack of entries. In the Class A glamor division only one boat was confirmed as an entry. According to the San Francisco Chronicle about 12 boats in the 75 to 125-foot range will still make the races. The Coast Guard's training ship, the 300-foot Eagle will also make an appearance on the bay in early August.

## by invitation only

*Last month we invited yacht clubs to write a few words about themselves so that potential members might not feel so intimidated. The two responses we got are printed below and just goes to prove that not very many people follow our suggestions. If your club wants to put in a few good words about themselves, write us promptly please.*

## berkeley yacht club

The Berkeley Yacht Club is located at the modern, 1,000 boat Berkeley Marina. Although our building is not luxurious, it is adequate and pleasant. It is now undergoing its final phase of modernization reconstruction.

The present membership is approximately 230 families and the club has active programs including monthly dinner meetings, cruises, racing and related activities.

Presently dues are \$16 per month and the initiation fees are as follows: Age 21 - 25: \$75. Age 26 - 35: \$150. Age 36 and above: \$250. Junior memberships are available at much lower rates.

Membership is open to "all applicants interested in boating". Anyone interested is invited to drop by the club and visit with us on weekends. For additional information and a membership application, contact the club, as follows: Carl or Wilma Jordan, Rear Commodore; (H) 526-6299, (W) 981-1555 or Dan or Patti Williams, Membership Chairman at (707) 963-2563.

## cal sailing club

One "yacht club" that definitely does not have a "members only" sign is the Cal Sailing Club on the south side of the Berkeley Marina. Affiliated with U.C. Berkeley, this is a true sailing club (as opposed to a yacht club) in that most members sail primarily on club-owned boats. The fleet includes Windsurfers, Lido 14s, Lasers, and Ensigns.

U.C. students (from any campus) pay \$15/quarter for unlimited lessons, daysailing, racing, and cruising. Eligibility is also extended, at \$20 a quarter to the staff, faculty, and former students of any U.C. campus, and people with no U.C. affiliation can apply for "honorary" membership.

## cal sailing club services

Two services may be of particular interest to Latitude 38 readers: boat owners who do not require use of the club's facilities can join as associate members for \$32 a year (which meets the YRA requirement of yacht club membership) — call the club treasurer evenings at 548-2985 for more information.

Secondly, the club also operates a crew placement service. To be listed in the crew file, or to find a crew (last minute placement is a specialty — call as early as 6:00 am). Call the race committee chair at 841-9098.





# SIGHTINGS

## july is special events month

So why not do something special? If you're into cruising and boozing there's always the Delta or up and down the coast. And if you're a racing psychopath there are enough special races to keep you in good spirits too.

If you are hot to race you can leave town on the first day of July in any one of three races. MORA features its long distance race — "the longest midget ocean race in the world" — with this years destination of San Diego and the superlative hosts at the San Diego YC. The race will be sailed under PHRF handicaps and invitations are extended to all boats that qualify for MORA. The MORA long distance race has such a history of good times and pleasure that enough boats over MORA's length limit of 31-feet have requested their own start and MORA will comply. For further information on this race call Claire at (H) 521-1961 or Franz at (W) 707-644-0456, (H) 707-642-1589.

If San Diego seems a little much fun for you, you may try the annual Boreas Race sponsored by the Elkhorn YC at Moss Landing. Actually the race is merely a recuperative interlude between two parties; the first June 30 at the Presidio YC and the second at the Elkhorn YC following the race. Last year 23 boats participated and more are expected this year. This year there will be only two handicapping systems, PHRF or multi-hull. You should be a member of a PICYA yacht club to enter, but Elkhorn is traditionally a 'more-the-merrier' club and you can probably get by without club membership.

Further information on the Boreas Race can be obtained from Tim Clifford at 666 Hazel Dell Drive, Watsonville 95076, or if you have a telephone you may call Tim at 408-728-4473.

The third ocean race departing San Francisco July 1 is the race to Monterey put on by the Monterey Peninsula YC. This is an OYRA race for IORDA boats and PHRF boats. This 88-miler however is not part of the qualifying races for the OYRA championship. Race chairman is Bob Paravicini at (408) 372-9686.

Everyone planning to leave San Francisco on the 1 of July will have to be particularly careful to watch where they are going. Its very easy and common practice for sailors to just follow the transom in front of them, and in the past a few sailors going to Monterey have ended up in San Diego and vice versa. Generally this has resulted in some loss of time, money, and general inconvenience — so take it from Latitude 38, watch where you're going this will be tricky!

So what's left for the guy who'd rather not stick his transom out the Gate? Plenty. You can buy a Laser and go down to the St. Francis on the first of July for the heavy weather slalom — an event which has also been fun to watch in years past.

If you don't own a Laser you can enter the San Francisco YC's Midnight Marathon July 8-9 after which you can have a few weeks to rest up for the Island YC's long distance bay race. Although if you have a Excalibur 26 or Santana 20 you might wish to skip the Island YC's event just this time so you may participate in your respective Nationals.

And to close out 'special events month' in style, the Big Lipton Cup will be fun to watch on the 29th and the Little Lipton on the 30th.

Do something special this July, if you don't you've got nobody to blame but yourself — we gave you all of June to get ready!

## i can't wait till july

Well how about June 11 then? On that day the Aeolian Yacht club will be sending 43 different PHRF divisions and one-design classes around the Lightship in their "Lightship" (what else?) race. This is a non-championship event, but it's a good time to do some ocean sailing if you like to have some company. Youn don't have to wait for July!

Call Ellard Carson at 522-1442 for further details.



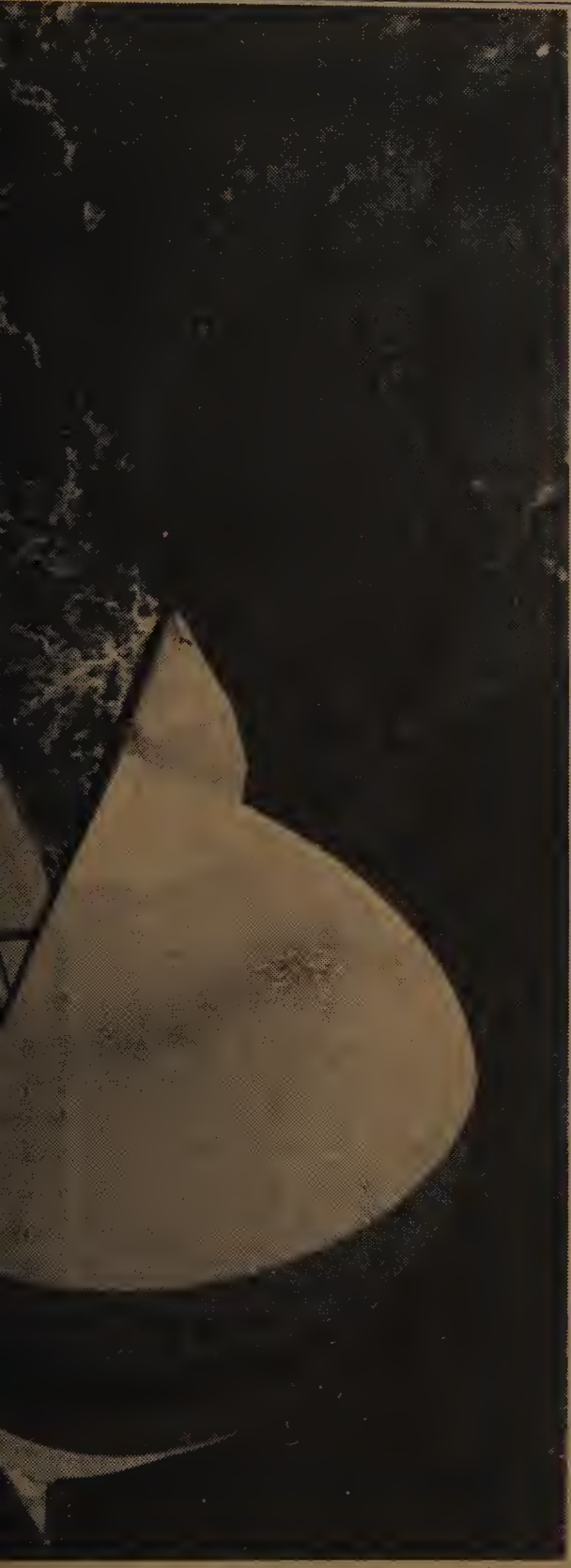
oooooooooh

Oh yeah, it's them again! Last year Ooh No! and fellow 1/2 Tonner Petrified battled it out locally for the 1/2 Ton North Americans in a very controversial series.

This year the two boats went at it again at the SDYC Yachting Cup, a series of races for all levels of ton boats that is put on each year by the San Diego YC and Yachting magazine.

While the 1/2 fleet was the hottest racing in San Diego, Petrified couldn't get going and the best battle was between Ooh No! and Jabbed Again. Ooh No! is a Peterson daggerboard sailed by Chris





## **noooooo !**

Corlett, Steve IFletcher, David Hulse and Paul Erickson. Jabbed Again is a quick Farr design sailed by San Diego locals.

In the first race Ooh No! beat Jabbed Again to the punch and made off with a close race they stretched to a 4½ minute margin at the finish. In the second race Jabbed Again won by 2 seconds in a less-than-a-boat-length victory. In the decisive third race Jabbed Again's local led the fleet into a large hole near the Coronado Islands. Ooh No! however did not play follow the leader, and catching the Two Tonners, went on to win the event by over an hour. — Nancy Barron

# **SIGHTINGS**

## **overnighters put at bay**

Ballena Bay used to be a great spot for sailors and groups of sailors to cruise to overnight — particularly those who preferred not to get their anchors wet. Ballena Bay always seemed to have room for guests, and even groups if reservations were made ahead of time.

No more we are told. Apparently there are new administrators or administrative rules and guest berthing is no longer available except for a few berths for patrons of the Whale's Tale restaurant.

## **we feel about the same age ourselves**

On June 10th the city of Alameda will be 100 years old, and being a good nautical town the city wants to have a nautical celebration. A parade of vessels, therefore, will form at Ballena Bay between 1100 and 1200 and then proceed to the Pacific Marina area down the Estuary. Viva Alameda Heritage Days!

## **we're not even close to being perfect**

Last month in Sightings we mentioned a neat little sailing book, "Sailing on Firefly" written, designed, illustrated, and published by Marta Ogilvie of Santa Cruz. Dolts we are, we failed to mention where you could obtain a copy of this pleasant book.

Marta tells us the book is now in a number of local chandelries and will be in more shortly. If you can't find a copy of "Sailing on Firefly" locally, you can get a copy by writing or calling Marta at Flying Fish Press, 621 Washington Street, Santa Cruz, Calif. 95960; or, by calling (408) 426-4622 or (408) 475-0278.

We think you'll like Marta's book; it's a fine thing to take along for the kids during your summer run up the Delta.

## **its master mariner time**

It's Master Mariners Regatta time again, so we're giving you a few facts on the affair to memorize so you won't feel stupid if a tourist asks you what the heck is happening on the bay May 28.

How old is the Master Mariner's Regatta? It's pretty old, second oldest yachting event in the United States after the America's Cup.

When did it start? The Regatta was established in 1867 and continued on a regular basis until 1891. A brief interlude of 73 years passed before the first one was held in the 20th century, but it has been held every year since 1965 with more and more boats participating.

Exactly how did the competition start? In 1864 Frederick Flounderson was sailing his hayscow across the bay when he crossed the course of Herbert Allan Hayseed who was in his fishing schooner. As often happens each began to remark on how beautiful the others' vessel was, but what a shame it was that the scow could barely move through the water. Naturally all hell broke loose and soon all the workboats commercial craft were going at each others' throats for high stakes and personal glory. (This answer is pure fiction but no tourist will know.)

Where and when will the race be held? The race starts at 11:30 off the St. Francis with the boats leaving in a staggered start in the hope they will all cross the finish line — between Tiburon and Angel Island — at the exact same instant.

Is it worth watching? Yes, it is. For those who enjoy the beauty and craftsmanship of fine wood vessels it is a rare opportunity to see so many of them together under sail. For others it is a fine time to sit back with a cold beer and remember that wood boats look best from another boat, preferably a fiberglass one that doesn't take so much work.

May 28 from about 11:00 to 2:00, you'll enjoy it!



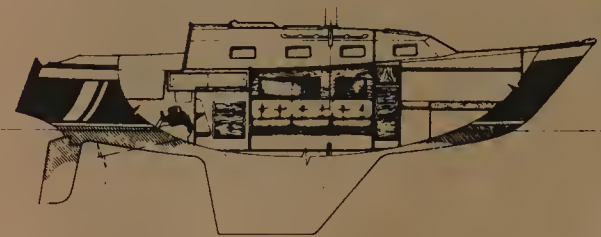
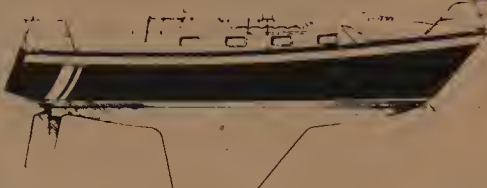
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# SINGLEHANDED TRANSPAC

It was just after the first rugged Singlehanded Race around the Farallons that the Singlehanded Sailing Society announced the Singlehanded TransPac to Hawaii. We thought they were nuts! Most people couldn't make it around the Farallons, who would want to try and keep on going all the way to Hawaii? For a complete list of those who not only want to do it, but are going to do it, see Page 42. Frankly we have neither the desire or the guts to make such a passage alone, but we admire those sailors who do.

The smallest boat that could be entered in the race is 20 LOA — the smallest entry actually received came from a Santanta 22. The biggest boat is a Columbia 57. The wide variety of boats makes the list on Page 42 interesting reading, as does the wide variety of occupations of those sailing them.

On the following six pages are profiles on some of those making the race; all were written by Mike Dobrin who is the publicist for the event. Photos are by Mike, Bruce Davies, and Carol Pensinger who shot Skip Allan. We'll have more profiles on northern California sailors making the race in our next issue.

Want to watch the boats take off? It should be interesting, and there are two starts and lots of good vantage points. The starting line itself runs from the end of the pier at Aquatic Park to the tip of Angel Island. Good viewpoints are available at Aquatic Park, from the Golden Gate Bridge or from your boat. Boats between 20 and 30 LOA leave at 1300 on June 15. If you can't make that start, the larger boats leave at 1300 on the 19th of June. From there the course is simply a sail across the Pacific Ocean 2,196 miles to the mouth of the Hanalei River at Hanalei Bay, Kauai, Hawaii. Deadline for the finish is July 14 at 2400, after which all the various festivities will begin at the Club Med. Boats will be racing in 7 divisions, in five foot increments starting at 20 feet, and one class for multi-hulls.

The race has been approved by the Coast Guard who will escort the fleet out to the Farallons where they will be on their own. The safety gear required on each boat is extensive and each boat is required to check in every three days with a condition, not a position, report. How they are going to do this with VHF radios is something we don't quite understand at this time, but if they got this race off the ground, we figure they have that problem icked, too.

Latitude 38 extends our best wishes to all the racers for a swift and pleasant voyage. We admit that our sentimental favorite for the race is Sam Vahey in his Ranger 37 — we are certain that our berth neighbor Sam will carry the glory of Basin II all the way to Kauai.

We're also pleased to announce that Skip Allan has graciously agreed to carry a cassette player along for us and record some of his thoughts and observations. It should make for interesting reading, and we'll have it for you as soon as it's available.



# ROBERT



# WHITNEY

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## GYPSY

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**W**hitney is no stranger to the trans-Pacific crossing, having made the roundtrip aboard his Ranger 29, Gypsy, in 1976.

That was, of course, a crewed crossing, but for the 58 year-old Whitney, a professor of physical Science at Cal State at Hayward, a sail of any distance would not be anything unusual.

Sailing since he was 12, Whitney started out in Flatties, and Geary 18s. Through the years he's campaigned a Carinita sloop and a Coronado 25 (a vessel in which he made an eight-day passage from Seattle to San Francisco, staying 200 miles offshore to avoid shipping lanes) and, of course, the Ranger 29, Gypsy.

Whitney recently finished mid-fleet in the extremely competitive Division II (yachts 25-30 ft.) in the Singlehanded Sailing Society's March Farallon Islands race.

In making ready for the solo challenge, Whitney has replaced the original ports with smaller opening ports, cutting possibility of wave damage against the house and improving ventilation during light conditions. In addition to standard required offshore safety gear and inventory, he's added a tri-color masthead light.

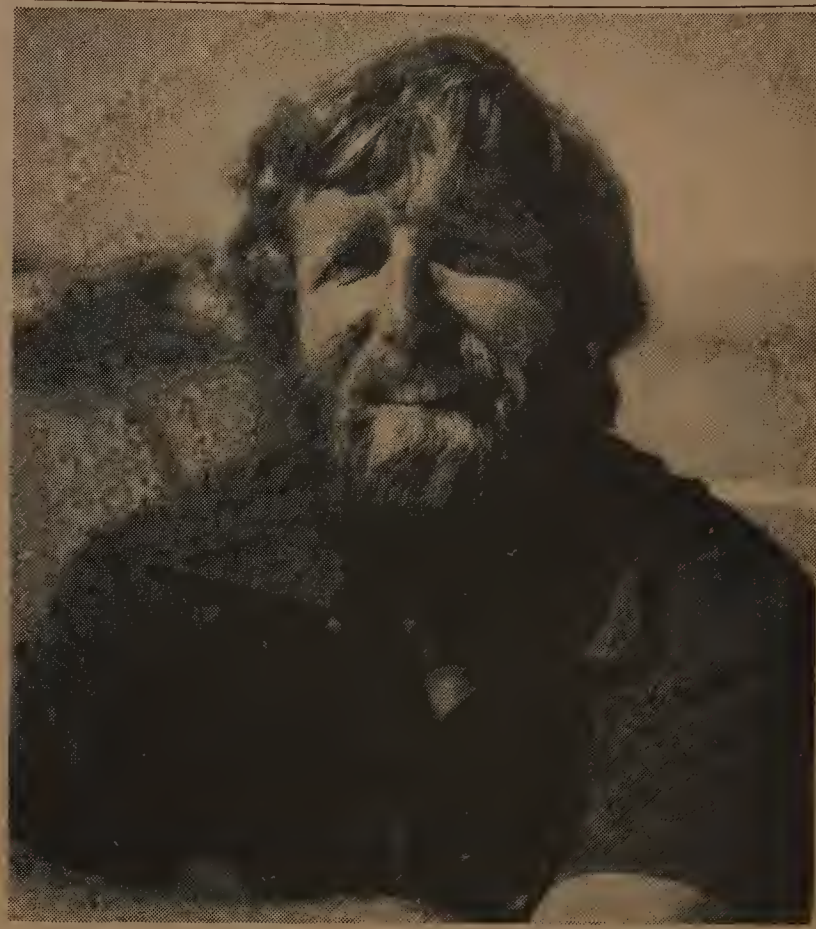
Below, the ballast to hull bond has been beefed up and a foul weather gear wet locker added adjacent to the companionway ladder. Restraining battens, lee boards and shock cords have been used below extensively to secure loose gear. Whitney has thoroughly checked every exposed area in the cabin, rounding off all sharp or square corners.

Gypsy's sail inventory includes a Jotz main and 140% genoa by Jotz, as well as a low luff lapper by Johnson & Joseph and a 3/4 oz. spinnaker by J&J. The other chute is a 1 1/4 oz. radical by Jotz, storm jib by Bill Goring and a big, reaching 165% genny fills out the sail plan. For easier spinnaker handling, Whitney will use an idea from the racing set — an umbilical cord to collapse the chute when the wind kicks up too much.

Two self-steering systems will be employed. The main unit is a Monitor vane. It will be backed up by a TillerMaster electronic unit.



# SKIP



## WILDFLOWER

**W**hen Skip Allan says he's been sailing all his life, he means just that.

For 32 of his 33 years, this Capitola boat builder has been sailing somewhere — usually in a hurry. Both by vocation and avocation, he can truly qualify as a professional sailor. From sailmaking, building, designing to his master helmsmanship, Allan is deeply involved in the science and technology of modern sailcraft.

Skip is also among a group of iconoclastic builders and sailboat racers who've located in the Santa Cruz area, and includes Bill Lee, the Moore brothers, George Olsen and others.

Allan will drive "Wildflower" in this race. The boat is a Wylie 28' custom cruiser, almost a prototype of Wylie's widely heralded Hawkfarm series.

For 16 of his 32 years at sea, Skip Allan has been sailing in international competition. He's logged more than 75,000 miles under sail in racing conditions, almost all of it transoceanic.

There are seven TransPac races to Honolulu, two Bermuda races, three trips out to howling Fastnet Rock and back, 11 go-round in the Southern Ocean Racing Circuit, one Sidney to Hobart and one Hobart to Auckland race.

In the 1967 TransPac, Allan, 21 at the time, skippered the overall winner of the race, "Holiday Too" a Cal 40. In 1973 Skip drove David Allen's sloop Improbable during her passage to New Zealand and Australia. Recently Skip was skipper on Dave Allen's Imp when she turned in her fabulous performances in the SORC and the Admiral's Cup.

Wildflower will have a five-sail inventory: main by Baxter & Cicero, No. 1 genoa (4.5 oz.) by DeWitt; No. 2 jib (7.5 oz.); working staysail (7.25) and 3/4 oz. tri-radial spinnaker — all the latter sails by Scott Allan.

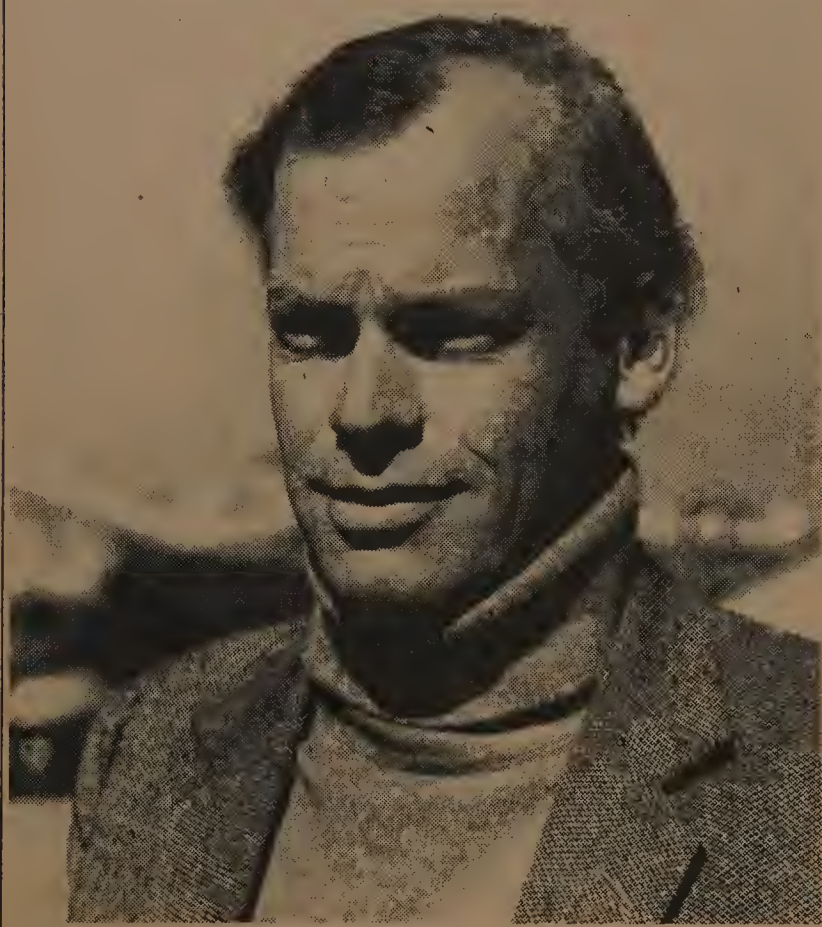
Skip will take a Ham Ferris Water Generator aboard and the self-steering will be handled by a vertical axis vane and a TillerMaster autopilot.

Skip is a member of Stillwater YC and the Singlehanded Sailing Society.

# ALLAN



# JAMES



# GREY

## FREYA

Of the more than 40 solo sailors who'll be at the San Francisco Bay starting line for the Singlehanded TransPac, one can truly qualify as an international entrant.

James Grey, native of Paris and resident of New York City, will be at the helm of a Freya 39, "Freya" when the yachts in Division IV (35-40 ft. LOA) leave for the Hanalei Bay finish.

Grey, 41, is an international marketing consultant who's spent the last six years living in Geneva, Switzerland. A lifelong sailor, he honed most of his experience on the Med. and waters of Lake Geneva, where he won the 80-mile Geneva Trans-Lake singlehanded race in 1977 aboard his 34' open-cockpit racing sloop "Toucan".

Tall, distinguished bachelor Grey will arrive in the San Francisco area in late May to begin shakedown offshore work aboard the cutter-rigged, double-ended, flush-decked Freya. The yacht is the official entry of the sponsoring Singlehanded Sailing Society.

Why the Hawaiian challenge?

"It's a new angle in racing," says Grey, "and although I don't much care for solitude, I've found over the years that I do my best sailing when alone. Plus this is an interesting experiment in survival."

Survival and safety play key roles in planning for this Coast

When asked about his strategy for the Hawaii race, which is usually a downwind run, Grey says it will all depend on Pacific high pressure patterns.

"I'll probably head to the trades or run the great circle route. I prefer to sail the boat at night and let the self-steering vane take over during the day."

Physically, Grey will prepare for the gruelling crossing by jogging and initiating a rigorous physical fitness program, one augmenting his daily tennis round.

How will Grey provision for a crossing that might take two weeks or more?

"Oh, I plan to take along a lot of beer, wine and spaghetti. Spaghetti is easy to make and I never tire of it. I'll also bring along lots of fresh fruit."

Grey calls this first ever mainland-Hawaii solo race "a fantastic way to learn sailing by the seat of one's pants. It's a supreme exercise in mental and physical discipline — one that will truly put your act together."



# KARL

## MAGIC

**W**hen 50 year-old Hollywood airline executive Karl Burton undertakes a project, one just knows that Burton will think it through thoroughly — and it will be done right.

Burton will skipper his Columbia 57 “Magic” in the race to Hawaii. Magic is the former “Concerto” from San Francisco and has logged over 100,000 miles.

To tune up for the rigorous grind, Burton finished a 600-mile solo roundtrip from his Los Angeles YC berth (he’s also a member of Cabrillo Beach YC) to Mexico’s Guadalupe Island in late March.

Sailing’s nothing new to the avid yachtsman, however, as he’s been at it since he was a boy in Brazil. Burton’s crewed on races to Mexico, cruised the Pacific Coast to British Columbia, sailed the south Pacific to New Zealand. He’s been on blue water from the Caribbean to the Mediterranean and has raced in the Midwest’s challenging Chicago-Mackinac series.

Why after all these years of cruising and racing crewed boats is Burton taking on this solo adventure?

“For two reasons. Number one, I like the communication between boat and nature. There is no interference; when you make a mistake you stand alone.

“Singlehanded racing is the pinnacle as far as sailing is concerned.

“And secondly, this will be further preparation for a short-handed world cruise I’ll take with my wife Jolene”.

Burton, who admits to a strong competitive streak, fully intends to make a race of it.

“I’m in this to win — not just to go cruising. My time aboard will be devoted to accurate navigation, trimming and changing sails for top performance. I want to finish first and to be a credit to the idea and organization of singlehanded sailing.”

What’s his onboard strategy?

“The person who eats the best and is the most rested will win,” Burton says. “I plan to sleep only when there is nothing on the horizon and all gear is functioning properly. I’ll sleep an hour, come up and check everything, sleep another hour, etc.”

Burton has converted the 20-ton, William Tripp-designed Magic into a comfortable, functioning liveaboard as well as a hard-driving racing sloop.

Magic’s navigation center is fully equipped with electronics ranging from radar detection devices to an off-course alarm system.

Burton has outfitted the yacht with a Chrono Marine steering vane. All winches are Bariant self-tailing units.

Staysail and jib top are on roller furling systems. To relieve sheering force when under spinnaker, the twin pole life have been set offcenter on the mast.

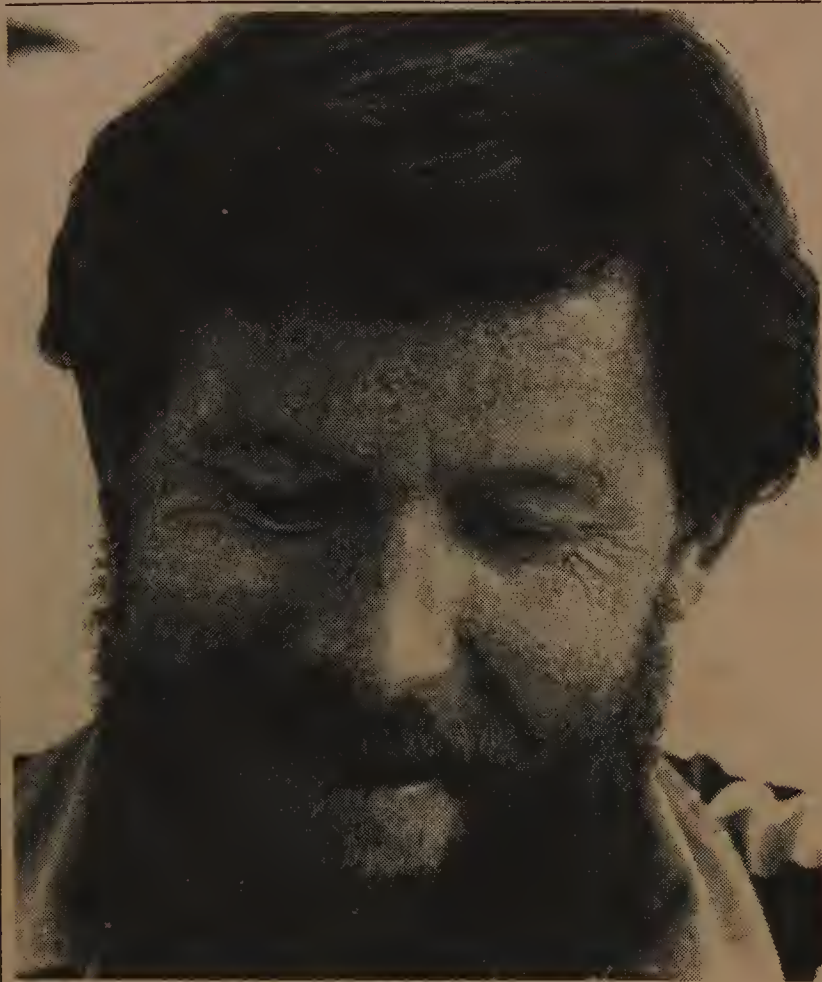
After Hawaii Karl is planning for a future worldwide cruise with his wife Jolene.



# BURTON



# JOHN



# CARSON

## TAYLOR'S LANDING

For anyone who has ever contemplated owning a boat, the dream is always there: kick the traces, leave the job and encumbrances of modern life behind and sail off, unfettered, across the ocean to the fabled Spanish Main, the South Pacific, the Mediterranean.

It's a dream that few ever see materialize; the years roll by, the vessel either sits dockside or never leaves the harbor of the dreamer's mind.

John Carson, however, is one who did kick the work habit and go. In some 10 years, he's logged 40,000 offshore miles.

The big, burly, red-bearded Carson, an attorney and yacht salesman from Newport Beach got cruising fever in 1972. Then a practicing lawyer and district attorney with Los Angeles County, he decided to voyage to the South Pacific in a newly purchased Westsail 32.

"I'm a faddist," say the articulate adventurer, "and when I get into something, I truly get into it."

Some 18,000 miles and a year and a half later, he was back home, crusing fever still uncured. Another trip to Hawaii, then cruising in the northwest followed. And now, he'll make the singlehanded crossing in his new Crealock 37, "Taylor's Landing".

The production yacht will carry 11 sails by Vector, including 120%, 85% and storm jibs, mizzen stays'l, 105% tri-radial and more.

"Knowing Carson's law," he chuckles, "I should carry eight genoas, because I know I'm going to have it on the nose."

At press time, he was still experimenting with either Aries or Saye's vane — or one being designed by Cruising Consultants.

Carson, who admits to a hefty appetite, will carry canned goods and fresh foods that might last two weeks.

He has two onboard rules that are law on his vessel: harness snapped on anyplace outside the companionway, and to get up every 15 minutes to look around. He says he lives by an egg timer at sea.

Carson will take sun sights (H.O. 229) about every other day. He is a member of the Hawaii YC.



# GENE

## PRETZ 1

For some, challenges slip away with every year. It becomes easy to do it the easy way.

For others, though, individuals like 50-year-old medical instrumentation engineer Gene Haynes from Stanford, challenges never end — especially the opportunity to tackle the formidable task of a 2200-mile singlehanded ocean crossing.

With just a couple of years of San Francisco Bay and offshore sailing experience behind him, Haynes will go to Hawaii aboard his white Columbia 26 MK1 sloop, "Pretz 1".

The spirited Haynes says he's learned everything aboard "Pretz 1" sailing "by the seat of his pants." For the short time he's been at it, Haynes credits modern sailing magazines and the array of books out on sailing for his knowledge.

He is also of the opinion that sailing is best learned in small boats such as dinghys and day-sailers.

Modifications to the eleven year-old Columbia sloop have been minimal: double lifelines, twin headstays for wing-on-wing downwind sailing — plus of course, all the required safety gear.

Gene's sail inventory is simple: twin 130% genoas for downwind work, a couple of new Lee genoas and two mains, one a high-aspect cut, the other, a lower aspect ratio.

Haynes is the only entrant to employ use of sheet to tiller steering for his yacht. Cockpit controls are set up according to details outlined in John Letcher, Jr.'s book, "Self Steering for Sailing Craft".

An avid walker (he ticks off several miles each day), outdoorsman and hiking/backpacking enthusiast, Haynes will provision with dehydrated foods and canned goods. He's altered the vee-berth area forward to use as a general storage area. For simplicity, breakfasts go to port bins; dinners go on the starboard side.

Gene lists his sponsors as "one hell of a lot of good friends" who've donated to the success of the voyage.

Haynes will meet his 21 year-old son Stephen at Hanalei Bay and the two will make the return sail to San Francisco.



# HAYNES



20-25 - 4

25-30 - 11

30-35 - 4

35-40 10

40-45 3

45-50 4  
60

# SINGLEHANDED

# TRANSPAC

ENTRY	OCCUPATION	HOME TOWN	BOAT NAME / MODEL
J. D. AKERSON . . . . .	Sailmaker	Alameda	SVENSKA / Seafarer 26'
SKIP ALLAN . . . . .	Professional sailor	Capitola	WILDFLOWER / Wylie Custom 28'
HARVEY BERGER . . . . .	Real Estate Developer	Newport Beach	JAVELIN / Swede 55
KARL BURTON . . . . .	Airline Executive	Hollywood	MAGIC / Columbia 57
BILL CANNON . . . . .	Yacht Deliverer	Santa Cruz	FLYER / Moore 24
JOHN CARSON . . . . .	Yacht Salesman/Attorney	Newport Beach	TAYLOR'S LANDING / Crealock 37'
ROBERT COLEMAN . . . . .	Retired	Portland, Oregon	SHIVOO / Fantasia 35
PHILBROOK CUSHING . . . . .	Airline Pilot	Santa Barbara	SMALL / Santana 22
DARRELL DAVEY, M.D. . . . .	Physician	Oxnard	UHURU / Vanguard 32'
RICHARD FLINT . . . . .	Boat Designer	Ventura	RUNNING CLOUD / 52' Custom Trt
JIM GANNON . . . . .	Boat Builder	Petaluma	UNNAMED / Freya 39
THOMAS GARNIER . . . . .	Contractor	Lake Oswego, Oregon	REINRAG / Bahama 25
JAMES GREY . . . . .	Marketing Consultant	New York / Geneva, Switz.	FREYA / Freya 39
CHARLES HARTING . . . . .	Computer Executive	Honolulu	CHALLENGE / Custom 37'
GENE HAYNES . . . . .	Engineer	Stanford	PRETZ 1 / Columbia 26
BRIAN HELLER . . . . .	Student	Irvine	RADICAL / Custom 24' ULDB
DON KEENAN . . . . .	Consulting Engineer	Santa Cruz	LANI KAI / Vega 27
THOMAS LINDHOLM . . . . .	City Councilman	Hidden Hills	DRIFTWOOD / Ericson 41
MICHAEL LINTER . . . . .	Investor	Coronado	MY STAR / Westsail 32
MICHAEL PYZEL . . . . .	Sailing Instructor	Santa Barbara	CABALLO BLANCO / Cal 28
MELVIN RICHARDS . . . . .	Salesman	Alameda	GOSSIP / Kettenberg PCC
NOEL ROSEN . . . . .	Real Estate Broker	San Francisco	KIWI II / Rustler 26
KENT RUPP . . . . .	Art Instructor	Novato	NEREID / Triton
ALAN RUTHERFORD . . . . .	IOR Yacht Measurer	Seattle	QUEST / Cal 40
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BRUCE STEVENS . . . . .	Bus Driver	Los Gatos	TRIESENCE / Brown 37 Searunner Tri
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# CAL CUP



1. Second race, second weather leg.

Sometimes it pays to get out of town for a few relaxing days. This is especially true if you can do it and screw the IRS at the same time. Right about the end of April we had had our fill of tax forms and decided we needed a vacation we could call a (ho! ho! ho!) business trip. Fortunately the Cal Cup was going on in L.A. and this article is our proof to the IRS that even though we were out drinking champagne on Henry's 48' Pacemaker we were not (ho! ho! ho!) screwing around but we engaged in serious (ho! ho! ho!) business.

The Cal Cup is sponsored by the California Yacht Club in Marina Del Rey which started the event some 15 years ago. Initially it was hoped that it would become a 'west coast America's Cup; although it hasn't reached that status and 12-meters have only raced once, it has become a very popular event. Notable winners in the best of three match races have included Chubasco, Stormvogel, Blackfin, Ragtime, Socercy, Ballyhoo, and Windward Passage. Most notable among losers is Jim Kilroy's Kialoa which just recently won the World Ocean Racing Championship.

This years matchup was refreshing and superb, pitting Bill Lee with his ultra-light maxi against Harry Moloscho and Drifter his maxi ultra-light. In just one year these two boats have created one of the hottest ocean racing rivalries going, with very close margins in every race. Merlin everybody knows edged Drifter by only some 17 minutes in the over 2000-mile TransPac as both boats shattered the record. In the La Paz race they were



2. Drifter has cut Merlin's lead in half.

running neck and neck, even engaging in luffing duels far out in the ocean hundreds of miles from the finish. The wind died at the end, Merlin got in a hole and lost her lead and first-to-finish to Drifter. In the Manzanillo Race it was neck and neck again until the very end when Drifter fell into a hole and Merlin went on to a 5-hour victory that sounds deceptively large.

Since the two boats appeared to have near equal boat speed, who was going to win? Merlin was the answer according to Merlin's crew: "we have" they were quoted in the L.A. papers, "better crew, prettier women, and meaner dogs".

The courses for the three days of match races would be the same. 4 miles to weather, 4 miles to leeward, 4 miles to weather,



# MARKSMANSHIP

4 miles to leeward for a 16-mile course. Normally there is a reaching leg in the Cal Cup, but this was dropped since both Merlin and Drifter like to sizzle downwind the best.

As in all match races the starts are all-important, and so it was with Merlin and Drifter. Normally such big boats don't match race, and when they do, they maneuver like aircraft carriers. Merlin and Drifter however are not average big boats and are remarkably nimble for their size. But neither had a similar boat to practice starts with and the hesitation on the part of both skippers was evident and understandable.

Merlin looked good preparing for the start of the first race, luffing in reverse into a favorable starting position with Drifter, but at the crucial moment hesitated and lost the start by some 12 seconds.



3. Merlin pops as Drifter pinches.

As they headed to the first weather mark Merlin kept closing the gap in the 6 to 7 knots winds and calm seas. On each tack Merlin seemed to pull closer, but Drifter would cover and start passing out dirty air. Merlin made one run at out-footing Drifter and almost made it by, but not quite. Then, the fatal moment came in the first race. Merlin tacked, Drifter covered, and Merlin quickly tacked back — but she didn't have the boat speed and

lay almost dead in the water while Drifter continued on building up a strong lead. By the first weather mark the margin was 40 seconds and then with some nice downwind tacking Drifter almost doubled the margin on the downwind leg. Merlin made up almost a minute on the second windward leg but it was not nearly enough and Drifter increased her lead slightly on the last downwind leg to wind by 1:07.

Back at the dock nobody from Merlin was making any excuses, but they did look a little perplexed. As Skip Allan was later to explain, "The people who sail on Merlin just aren't very accustomed to losing". Using Santa Cruz logic Dave Wahle was able to see the sliver lining in the southern California marine layer when he said, "It will be much better if we win two in a row after losing the first, than if we just won the first two."

Saturday brought more wind and Merlin looking far more aggressive and confident than the day before. Merlin jumped right on Drifter's transom as they went round and round waiting for the start, and maintained complete control. Drifter eventually had to flee around the committee boat and although Drifter hit the starting line just seconds after Merlin, Merlin was moving at top speed and quickly pulled away to a good lead.



4. Merlin opens up greater lead as boats tack down last leg.

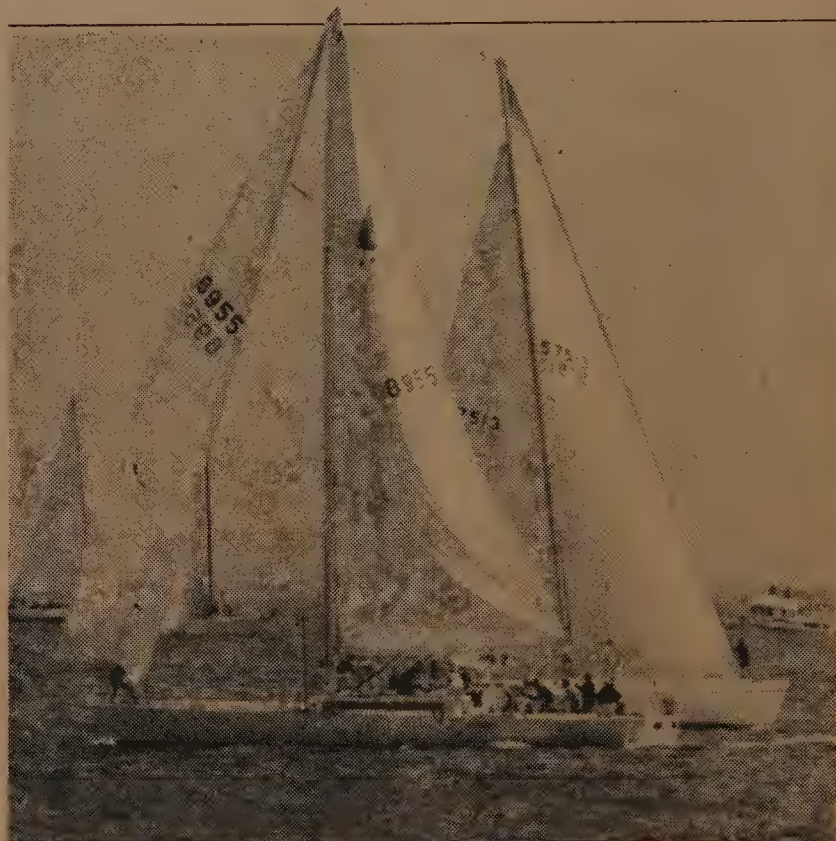


# CAL CUP

Drifter, armed with a coffee grinder that Merlin doesn't have started a tacking duel, but the results were inconclusive on this leg. Sometimes she gained, sometimes Merlin pulled farther ahead. At the weather mark, Merlin had a lead of almost a minute and nearly doubled it on the first leeward leg. At this point Merlin was a little relaxed about covering Drifter and she cut Merlin's lead almost in half heading for the last 4 mile downwind leg. But there was no way she was going to catch up in the still constant breeze, and Merlin won by almost a minute and a half.

Back at the dock Merlin's crew looked more like themselves, and we unfortunately had to return north to 'work' work, and would not get to see Merlin win the race and the cup. Much later we discovered that, good grief, Drifter won the third race and the Cup by a margin of 15 seconds in the third race. We didn't know how it happened and weren't going to tell you. We figured by leaving you in the dark, the next time you saw Bill Lee and wanted to start a conversation you had a natural opener with "Say Bill, whatever did happen in that third race . . ."

Actually we met Skip Allan later who told us that the third race had been the best of all. Drifter jumped off to a big lead of almost 30 seconds at the start, in the 8 knots of wind. Both boats keep driving on a port tack, actually reaching off at almost 11 knots as the wind piped up. They sailed past the lay line and when Drifter hit the first mark she was up by 30 seconds, a lead she was able to hold at the first leeward mark



1. Merlin jibes to stay on Drifter's transom.

2. Drifter is forced around committee boat.







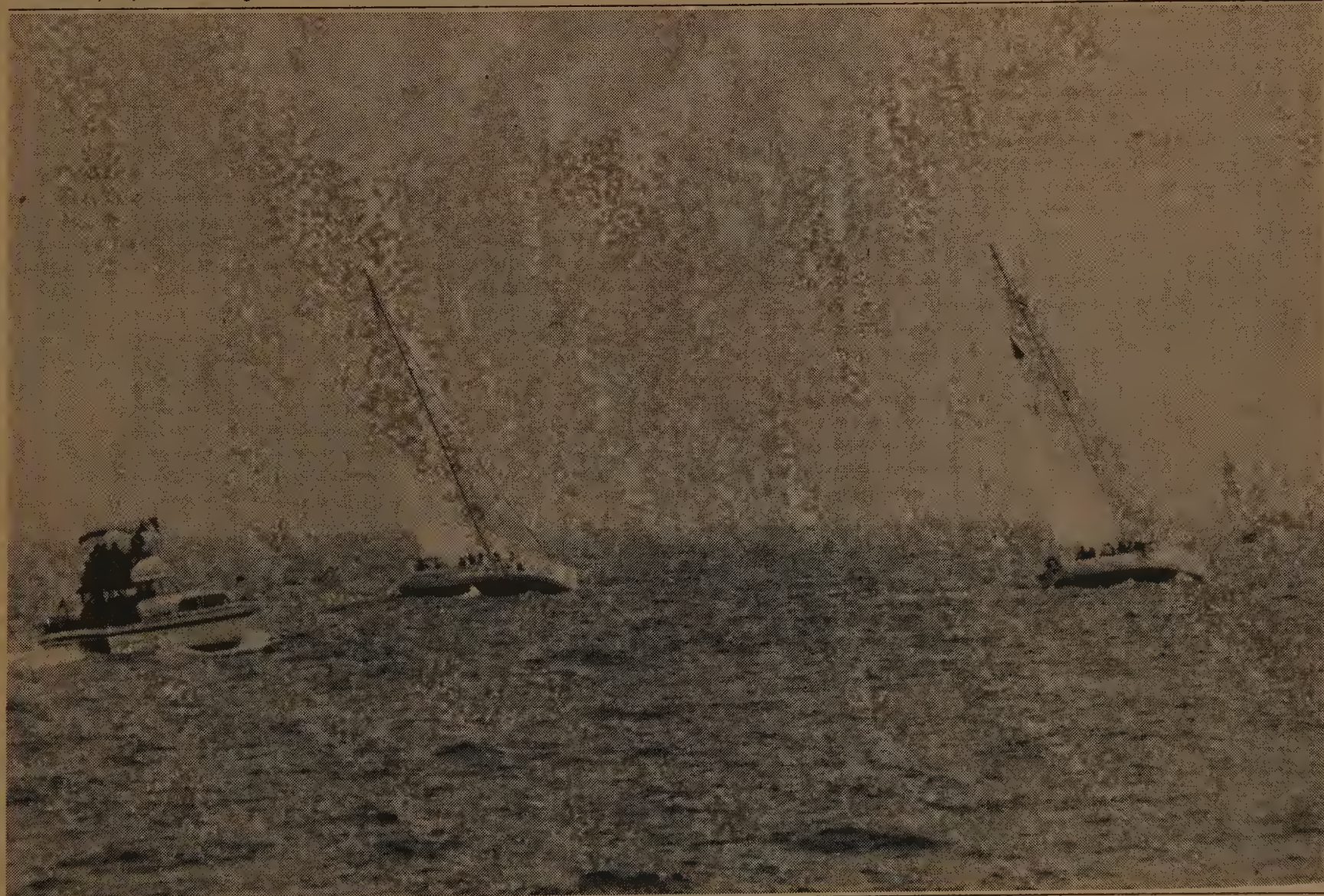
3. Merlin hits the start at full tilt, Drifter at tilt.

4. Merlin jumps off to a big lead to start the second race.

too.

Rounding the leeward mark, Merlin made her move and seemed to be pointing higher and moving faster. Halfway through the leg Merlin crossed two lengths ahead of Drifter, the first time a boat that had won the start had been passed. Drifter tacked and Merlin covered, but about 3 minutes later Drifter forced Merlin to starboard and had taken the lead and seemed to be moving better. Heading into the final leg Drifter was up by 43 seconds — a seemingly comfortable lead. Drifter jibed back port under the chute while Merlin followed by staying on starboard. Merlin was picking up ground and drew closer and closer as the finish line was getting nearer and nearer. Drifter pulled across the finish only about 3 boat lengths ahead for a 14 second victory.

For big boats in light air the whole series had been extremely close, and for the first time in 15 years the California Yacht Club invited the same two boats back for next year's Cal Cup. Both Merlin and Drifter are now on their way to Victoria where they will soon head for Maui in the TransPac. Bill Lee has reportedly ordered a coffee grinder for Merlin, no doubt hoping that the Merlin - Drifter around the bouys rivalry can be continued in the heavier airs of the St. Francis' Big Boat Series. Merlin will be in the Series for sure, and Drifter is probable. It would be great if they both showed, since Ondine, Kialoa and Windward Passage will also be there — the later two with new underbodies since the last time they raced here.— Tex Deduction





# VALLEJO RACE

**W**ere we ever ready for this event! Although we've been writing about selected races all along, we shamefully confess that we had never entered our own boats in a YRA race. We decided it was about time we knew what we were writing about, so we figured that the Vallejo Race, with its free wheelin' and good timin' reputation was as good a place as any to start. So, like all good little racers we paid the small fees to YRA and PHRF and then fretted how not to make asses of ourselves.

From interviews with successful racers we had learned that you only get out of a race what you are willing to put in. We decided we might as well put in all we can, and attacked race preparation with uncharacteristic fervor. We emptied our wallet for boat goodies; spinnaker sheets, downhaul lines, genoa cars, and 24 other necessities. Besides money, we put in personal effort. We sweated from the brow scrubbing the bottom before painting it with a double dose of poison. Such was our dedication that we even performed our secret 'go-fast' preparation in the secrecy of nightfall — waxing the topsides like you wax skis. (Pretty boats go faster, everybody knows that!).

So we'd put in the money, we put in the elbow grease, all we needed to win was 'experience'. So, the night before the Vallejo Race we went out to get the experience which is necessary for racing prowess.

Since the dash up to Vallejo is almost always a spinnaker run, it made sense that we fool with the 'chute. Fools we are and fool we did; first we dropped the whole 'chute into the bay, then we tore it, then we knocked over and lost a day-old spinnaker sheet — all this before having the spinnaker halyard come raining down on our empty skulls.

Hot? We could have been arrested for arson. But at least we now had experience and had purged ourselves of more than a few of the total sailing mistakes we will make in our lives. We were optimistic too, there was no way we could do as poorly in the race as we had done in practice.

We were up with the sun on the day of the race. We had to be; there were lots of replacement parts that needed to be bought and lots of repairs to do to mend the destruction we had wrought 'fine tuning' the boat the night before. But the weather looked great — fresh warm winds





# VALLEJO RACE



from the northeast — that meant it was likely to be a beat rather than a run to Vallejo. We could hardly contain our glee; we had complete confidence in our lack of ability to fly the chute, and besides our heavy boat tending to squat rather than fly with the chute up. If it was a beat or reach to Vallejo there was a good chance we would not get humiliated by those obnoxious 'x-rated' little ultra lights that are breeding like rabbits.

In the interests of sanity and safety the race committee had added a short southwesterly leg in the hope that it would eliminate the common, crazy, crowded spinnaker starts. Race committees don't have much clout because contrary winds blew resulting in a chaotic spinnaker start as usual. Conservative and chicken, we left our chute in the bag for the short downwind leg, content in the knowledge that if you don't put the chute up, you can't screw it up. We became pretty smug with this attitude as most of the boats in our division started spinnaker sets with disastrous results. We kept chuckling right up to the time they got them worked out and sailed right past us — then we realized that we were watching the race more than we were sailing in it. Fortunately the leg ended quickly and we were not quite the last boat to round the mark off Angel Island and take off for Vallejo.

We felt better beating our way up the bay, with all the tacking it's so much more difficult to tell how much farther you are dropping behind. We kept tacking in front of, then behind, the same boats so we decided that we were at least blessed with mediocrity. This was great fun in the 6 or 7 knots of wind, but became decreasingly thrilling as it dropped to 5 knots, then 4 knots, then 3. By 2 o'clock there just weren't any knots left and the great majority of the near 200-hundred boat fleet regrouped between the Brothers and the Richmond Bridge, silently broiling, baking and basting to death in the heat.

The predicament rapidly became clear. Either the boats got around Point San Pablo quickly or they would never get around in the increasing ebb current. We popped the chute with the wind blowing Force 0. The effect of the chute was immediately evident and we began moving like crazy — mostly sideways, first toward the Brothers than back





toward the pier, than back to the Brothers then the pier, ad nauseum in extreme heat. We just couldn't, and we were not alone — get around that stupid Point San Pablo.

As the current increased and the winds didn't anxiety began to swamp our cockpit. Boats behind us were drifting

among old pilings, a few were bumping into the nearby pier, and others seemed on the verge of drifting back into 'pig' Brother. Racing novices, all we could do was make constant trips to the head.

The afternoon passed as a Mexican Standoff between the strong current and the light winds, and so the first day of the Vallejo Race ended in the vicinity of Pt. San Pablo just a fraction of the way to Vallejo. The big and little boats died there, so did the light and the heavy — it was a massacre, the fleet got beat by the heat.

Four boats out of the armada did particularly well. Demasiada, a C&C was the farthest along; Ranger 37 American Express and Hood One Ton, Canadian Robin were not far back; and Cal 40 Montgomery Sr. was well ahead of the rest of the pack. Apparently one boat, believe it was Demasiada, missed the sundown time limit by just a minute or two, but that was the closest any boat was able to get. It was a DNF for the fleet which pleased Kitty James who could

enjoy a few drinks instead of playing with her calculator.

But if Saturday's racing was over, the partying was just getting underway. Powering to the Vallejo Yacht Club strange animal sounds emanated from several boats. Beer supplies had run out early in the unusual heat and tequila had been broken out early to dampen parched throats and lift sagging spirits. Some of the hoots and howls were works of art, and were far superior to anything you'll ever hear on the Disneyland Jungle Ride.

The Vallejo YC did a heroic job of both getting everyone rafted up and getting the fleet fed. If the food was not gourmet fare, it was quick and ready which is what everybody wanted.

It didn't take long for the dancing and carrying on to commence. It was timid at first and gradually loosened up into a wildly uninhibited night of delights you couldn't find in a lifetime of nights in 'singles bars'. It was noisy, zany, rumbling and raucous and benefited from the fact that everyone was too tired to put on any airs and be anything but themselves. A pleasing bonus was the lack of unpleasant incidents that often seem to tarnish good times — oh, a couple of gentlemen were observed wearing shoes in their trousers, and a couple of not quite mature women propositioned some young beef they don't normally find in the Safeway meat counter — but it was all comic rather than

tragic and the fun lasted farther into the night than we did.

At 6:00 in the morning a blasting "Good Morning Fleet" over the dazzling P.A. system would have driven the fleet to murder if they could have found the perpetrator of those horrid words. It seemed to everyone that the day before was a week ago. Slowly bodies began to move again in the early morning heat and calm. Much later in the day, about 8:30 a breeze came up and brought cheers from the fleet. The wind held for the first several of the 20 some starts, then it died and postponements began. From then on it was stop and go with the starts and a number of boats simply anchored in the river to wait it out. As General Katusov pronounced in "War and Peace" the two great warriors are time and patience — about half the fleet would not have made great warriors and they split after an hour of postponements.

The wind would puff up for a few minutes, allowing a few starts before dying again. It was devilish stuff, people had looked forward to a howling weekend and they were faced with the possibility of two calm days. Finally the lightest of fluke breezes filled in long enough to get the last 4 or 5 divisions off to a start. Depending on where you were on the starting line, you might have been on a run, a beat, or a beam reach — on either port or starboard tack — that's just



# VALLEJO RACE

how flukey the winds were.

So suddenly you had a frustrated and impatient group of the biggest boats in the fleet charging hellbent down the narrow river. Being caught in the middle of this mess was a little more than we had bargained for and we were about to soil our shorts. Reading the right-of-way rules is one thing, actually living them out is another — particularly when you have two starboard tack boats converging on you in the crazy wind. But with so many sailors screaming at their crews and other boats we couldn't help but bust out laughing and got into the rhythm of tight maneuvers pretty quickly. Even though we thought we would be pureed at any moment, it was great! Really great! We hadn't been so frightened and having so much fun at the same time in years.

Inexplicably, except for our lousy sailing, we were about the last boat into San Pablo Bay from the Napa River. To make matters worse we sailed across the straits against the flooding tide. We were feeling low and stupid for being so stupid. But we just kept sailing up the east side of San Pablo Bay, taking our boat in much shallower waters than we had ever intentionally done cruising — we were ready to risk all just to catch one boat, any boat!

Even though our boat likes heavy air we were able to slowly pick up ground on several boats in the light winds. Then we passed one and that felt better than a hit of nitrous oxide. After passing a few more we thought we were really hot stuff and were feeling no pain.

As we approached Point San Pablo the winds had piped up and we were moving well, although on another course than other boats. Most of the fleet was hugging Point San Pablo while we were trying to make our way as far to the west side as possible. One of the main advantages of being behind is that on some occasions you can spot a hole the leaders have fallen into and work around it. We managed to sail around a large number of boats becalmed in the Brothers, thereby eliminating the margin they had struggled to achieve all afternoon, in just a few lucky minutes. Sometimes it's better to be lucky than good and we managed to take a sloppy second in our decimated division.

So what's it to you? Simply this, if you haven't given yourself a chance to do

a little racing in your boat we think you're cheating yourself out of much of the enjoyment you can get out of your boat. PHRF makes it cheap and easy — you don't have to buy new gear, you don't have to have any racing experience, and you can be competitive in any boat you own.

So what do you get out of it: You get to sail with a goal — something that is a nice alternative sometimes to just sailing in circles in the middle of the bay. You get to beat the heck out of your body and your boat — and that feels good.

You feel naturally compelled to try and do things with your boat that you otherwise would have passed on, and that makes you a better sailor. You learn, you live, you have fun, and you wonder why you hadn't done it before.

Still not convinced that it's worth a try? Do you like sex? Racing your boat is a lot like sex. You never know how much fun it is until you try it, and the more you practice the better you get.

Give racing a shot, call Kitty James at the YRA office, 468-0510 for help.

Latitude 38





# WHAT GOES DOWN



Nancy Barron smackin' red snapper

Southerlies move in and Regardless moves out



Two days down — eleven days back. That's only slightly deceptive; the two hours was the flight from San Diego to Puerto Vallarta — the eleven days were spent sailing. Regardless, Bob Cole's Tartan 41 back up to San Diego returning her from the Manzanillo Race.

We arrived amidst overcast skies & humid weather. We took a taxi to the Hotel Playa de Ora and were greeted by the Cole's. Bob had raced down, and he along with his wife and navigator Jim Jessie had been doing some local cruising.

After a couple of fantastic days and many Margaritas later, Commodore Tomkins gave the command and we were off on the first leg of the trip to bring Regardless back to San Francisco. Our first stop would be Cabo San Lucas.

The sun had come out and no sooner had we gotten out of sight of land that we were welcomed to the sea by a number of whales which passed within just a few boat lengths of us. After a brief chase scene, we settled down to some serious business — lunch — prepared by our cook, Nancy Barrows.

It took 48 hours to arrive at the tip of Baja California, Cabo San Lucas. My watch partner Barry Pearson steered us to a perfect anchorage in the bay.

Spinnaker flying was the first order of the day, followed by snorkling and, of course, Customs.

Commodore Tomkins, having sailed extensively in Mexican waters, was familiar with the task of clearing each port, so he appointed Barry and myself to take care of it. Having been in Mexico almost a week, our Spanish vocabulary growing by the day, we eagerly rowed ashore. Upon touching solid ground we assumed Mexican ways, and sat down to discuss what to do first. Later, after a beer, we found Immigrations. Being

A six-pack of Bud for International relations





Sunday, we had to pay a special fee (anyone who has sailed in Mexico realizes there are special fees seven days a week).

After a day of relaxation, a little laundry, stocking up on food, and many cervasas later we hauled anchor and drifted away from the magnificent cliff of Cabo. We grieved leaving behind a small town where the order of the day is usually tomorrow..

Assuming 'four on, 4 off' watches, we were blessed with winds from the south and flew a chute most of the way to Turtle Bay.

Barry caught a beautiful blue fin tuna which made a delicious dinner. It was a remarkable pleasure sailing with two gentlemen of such vast knowledge of the sea and boats — a pleasure which made me very comfortable even when we picked up gale warning notices on the radio. Needless to say they never materialized and besides a few minor squalls, Regardless moved up the coast with ease.

Turtle Bay was our second stop, and we arrived there March 2, seven days out of Puerto Vallarta. We were greeted by the long time resident fueler, with whom we struck a mutually satisfactory trade; a slx pack of Bud and some hand lotion in return for two dinners worth of lobster and abalone.

With a fresh southerly breeze we headed for our final leg out of Mexico, a passage that took us by Cedros Islands on the way to San Diego and the US of A. After clearing the islands we picked up yet another southerly and flew up the coast to San Diego with the chute drawing well.

What goes up must come down. But if its a boat, what goes down must also come back up — it just takes a while longer.  
— Rich Everett

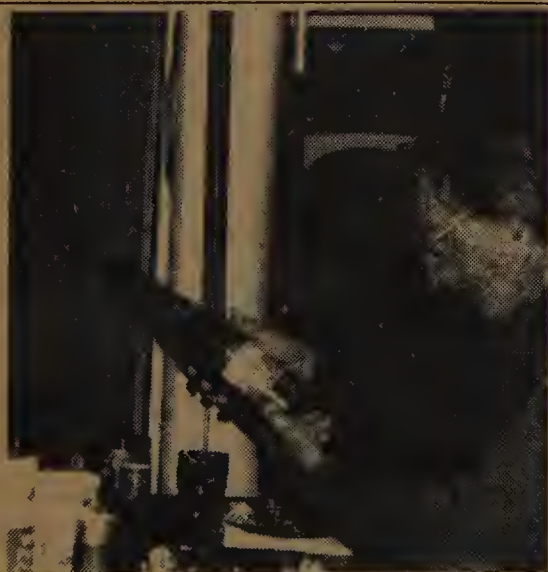
## MUST COME BACK UP



Barry Pearson and his prize catch

Adios Puerto Vallarta

Barry can't believe the price of Mexican wine





# THE PROVISIONAL RULE

## A MODEST PROPOSAL

It is no secret that the IOR racing fleets have been ailing in the bay area and the United States. The biggest problem is the decreasing number of racers, many of whom have fled to one-design fleets or less rigorous PHRF competition. A second big problem for the IOR is their image; most sailors believe an IOR ocean racer is that boat which when confronted with 20 knot winds, loses its stick, fractures its hull, and exhausts its crew — actually this may only be true some of the time. This negative impression has been heavily reinforced in the last few months, with scathing articles in the yachting press over the state of racing boats in the aftermath of the SORC and the level racing Down Under.

Apparently the United States Yacht Racing Union decided that drastic action was necessary to stem further defections from IOR ranks and to combat the negative publicity. To that end, the USYRU issued the International Technical Committee's "provisional rule" (See Lat. 38, May, Page 29) and gave each region the authority to accept or reject the provisional rule for the current racing season.

Very broadly speaking, the provisional rule gives substantial benefits to older boats, heavier boats, boats with smaller sail plans, and generally encourages the nearly extinct production racer/cruiser. Newer boats, particularly light boats, boats with unusually large sail plans, and daggerboard / centerboard boats for the most part take it on the chin.

One must presume that the USYRU felt that by offering the provisional rule they would both silence the critics of the current IOR type boats and also captivate the hearts of former and future yacht racers. And, it does seem as the provisional rule would offer some attractive features for the racing skipper. Theoretically you would not have to buy a new boat every couple of years to stay competitive, and when you did buy it could be a production boat which would keep the expense down. In theory you can be competitive with a racer/cruiser, and this would eliminate the beating the owner of a racing boat normally takes when it comes time to sell the boat. For those who think that the current light boats are not safe, the rule benefits heavier boats which would silence critics who equate weight with strength.

So who could possibly be against the rule? Certainly those owners who have just recently spent tremendous amounts of money to have a boat built to the Mark IIIa rule who were completely surprised to find that the rules were being changed in the middle of the game. Perhaps the USYRU feels that these people and their investment are expendable, and maybe that's true, but the IOR's reputation will be further soiled. There are also those who claim that the provisional rule negates all the progress made in yacht design and construction in the last 5 years. Light boats, they point out, generally go faster, are more fun to sail, and because they weigh less, cost less to build. Perhaps the biggest gripe against the provisional rule is that it would seem to have a built in bias against designers builders and crews who want, and are willing to push each other to greater achievements.

It seems the biggest problem of all is that the USYRU seems like they don't know what they want to do. Do they want large fleets of IOR racers at moderately high levels of competition? Or, do they want smaller fleets of developmental boats, with the hottest crews pushing one another to greater limits? It would appear that the USYRU wants both in the IOR, but whether or not you can have both groups racing under the same rule is a big question. In an attempt to capture more participants, the provisional rule may drive them away.

The action of merely offering the provisional rule seems to have split the depleted ranks of IOR racers left, and there is evidence of this locally.

On May 10th local IOR racers got together at the St. Francis and voted on whether or not to accept the provisional rule for any of the three series — the Danforth, the Gulf of Farallons, and the Bay Series.

While many skippers at the meeting were a little confused why such a change in the rule would be offered in the middle of a season, each skipper did know how the rule would affect his own boat. In most cases boats would drop in rating between .5 feet and 1.5 feet. About 15% percent of the boats — all newer boats — would go up in rating.

If the provisional rule were to be adopted, local boats that would come out smelling like roses compared to under the

old Mark IIIa rule include: Hank Easom's Yucca, down 4.7 feet; Larry Carr's 57' Lightning, down 4.4 feet; Hoyden II, a Farallon Clipper, down 4.0 feet. These were among the biggest drops and represented increases in time allowance per mile of about 28, 20, and 38 seconds respectively.

Locally big losers under the rule would be Panache, a Lee custom 40', up 3.1 feet; Lois Lane, up 2.1 feet; Tangerine, an Santa Cruz 27, up 2.2 feet. Panache would lose 16 seconds per mile in comparison to her IIIa rating, Lois lose 13 seconds, and Tangerine over 18 seconds a mile. Combining the big losers with the big winners shows how dramatic the changes could be under the provisional rule. Panache would be 37 seconds worse off per mile against Lightning than under IIIa. Lois Lane would be 41 seconds worse off per mile against Yucca; the 27' Tangerine would be almost a minute per mile worse off against the 38' Hoyden II. Without question these are big changes, and reflect how severely light boats are treated under the provisional rule.

Back to the meeting at the St. Francis. To start the meeting a letter was read to the group from Gary Mull, who is a member of the ITC, in which he tried to explain the intent and the actual effects of the provisional rule. His letter seemed to encourage half-hearted approval for the rule, and more than a few sailors were puzzled by his remarks. A little later it was announced that MORA and the St. Francis Big Boat Series would not use the provisional rule this year. After more discussion on the issue, the voting began.

Larry Carr made the motion that the Danforth and Bay Series be sailed under the IIIa and that the provisional rule be tried for the Gulf of Farallons Series. This was voted down with a voice vote. Paul Kaplan then made the motion that all the series be sailed under IIIa as everyone had prepared for and planned they would. This drew cheers, but after a roll call vote it was narrowly defeated. At this point it seemed that the anti-provisional rule people were in control, but it turned out they weren't.

After more votes and discussion Larry Carr proposed the a vote be taken that just the Gulf of Farallons Series be considered, and that it be sailed under the provisional rule. This motion passed by a



# SPRUIT SPEAKS

voice vote.

Several more motions were made before Derrick Bayliss proposed that the Bay Series be sailed under the provisional rule, letting the results of the first race stand, and keeping all the boats in their original divisions. This was a very emotional issue since it would mean that the rule of the game would in fact be changed while the game was in progress. The motion passed by the close vote of 25 to 24 — this after some, but not all proxies were counted (all of them were for) and this brought out arguments that it was improper to use the proxies as blanket approvals of the provisional rule. Nevertheless the vote stood.

Motions to sail the Danforth under the IIIa and to adjourn to the bar passed with flying colors and that was the night.

In the days following there was a lot of discussion over the use of the provisional rule in the Bay and Farallons Series. Some who voted to approve the use of the provisional rule have apparently been convinced that while it may help them in the short run, it may kill the IOR in the long run — and now wish they could have their vote back. At any rate, a nucleus of very active IOR racers is exploring what actions they may take to counteract the provisional rule or get it thrown out. As we understand it they have sent a letter to local race officials questioning the validity of taking any vote on a new rule according to the by-laws of the organization, and have requested a meeting of the membership.

The one thing that this group wants to emphasize is that they will not take any action that would further jeopardize the IOR locally, which they realize is on fragile ground.

The decision of the USYRU to offer a 'choice' of rating rules will surely win them few friends in the industry. Now there is no 'international rule' to design to, to build to, or to tool up to — and there will not be until November. Until then there is likely to be a lot of bitching.

The IOR was under fire and in need of strong leadership — what USYRU came up with seems to be a lot of waffling, not leadership. Consequently, the IOR is drifting around more than ever in need of a rudder. — Latitude 38

*And while we're still on the subject of rating rules, Mr. Spruit of Santa Cruz, who a few remarks to make about the IOR and PHRF. Mr. Spruit speaks from experience.*

Rule thoughts from Santa Cruz.

As any racing person must know, the IOR vs PHRF conflict has come to a head in the past couple of years with what seems to be logical arguments for both sides. We hear on one side that the IOR is too complex and expensive. On the other side it is said the PHRF is too arbitrary, that it is a better judge of crew speed than boat speed.

In January 1977, I launched my 30' Midget Ocean Racer and decided to buy an IOR certificate. The measuring process starts with between 5 and 10 phone calls to our local measurer's answering service because he lives in southern California. The actual measuring takes 2 very interesting and entertaining days and nearly \$400., not including haul out fees. Finally we received our certificate about two weeks later.

In the San Francisco to Santa Cruz area there are many rating systems used by different fleets, so when designing my boat I did not stick in any lumps or bumps to "cheat" any rule — in fact my hull shape can be dated back to 1896.

Even with my very straightforward hull and rig, my IOR rating has changed two times and I just received a bulletin from the Offshore Racing Council informing me that the (International Technical Committee) is planning to try to change the rules that may effect my IOR rating at least 4 ways. So, it seems possible that in less than 18 months my rating could be "adjusted" as many as 6 ways under the IOR.

During the same time period we raced in PHRF events and had that rating change one time and I'm told that its going to happen again. So the bottom line is that after one season of racing we have received the same treatment from either system; the difference is that IOR cost nearly \$400 and PHRF cost a grand total of \$15, including local racing fees.

From my layman point of view I would like to present the same problem to both the IOR and PHRF and report what I see the results are and how these results are reached. The problem is that a

certain yacht type seems to have an unfair advantage over the rest of the fleet and must have handicaps readjusted to be more equal to the competition.

In the IOR system a group of mortal men get together in France, Spain or some other nice place at, guess who's expense, and push a bunch of numbers around, through & over some computer and come up with a formula to adjust our ratings so we all will be equally unhappy, and the beat goes on.

In the PHRF system a group of mortal men get together over the phone or in a smoke filled room or on somebody's boat to watch a yacht perform, at their own expense, and change ratings based on actual boat speed rather than what some computer thinks is fast.

Both systems seem to be getting similar results with the IOR camp relying heavy on computer technology and scientific reason, and PHRF merely observing that one boat is faster than another and making the proper adjustments.

In conclusion it seems to me that the actual observation of boat speed and sailing potential is ultimately the best method for handicapping yachts.

In my opinion the IOR is a system that accurately reflects a trend in the world toward more and more dependence on the computer drugs with less and less use of common sense.

—Howard Spruit  
Friend of Frog

P.S. Sitting around an open can of beer with a local PHRF rep. Sunday, I was informed that if I changed the color of the "Prince" people might forget and my rating might not change.



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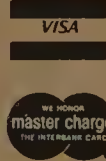
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# SEARCH & RESCUE

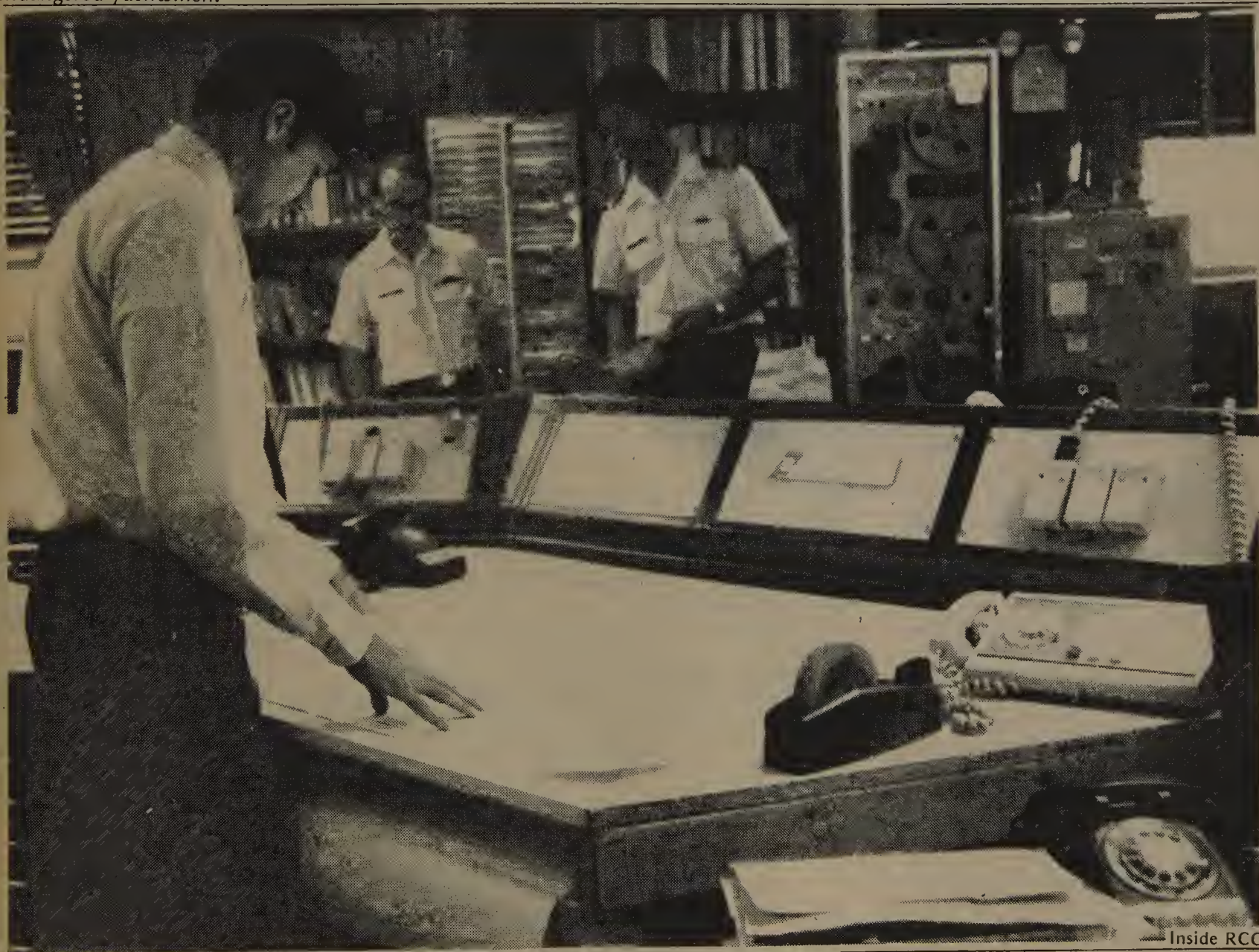
The rules say we have to go, but there's no rule that says we have to come back." So reads the time-honored adage of the United States Coast Guard.

Since 1790 when George Washington established the nation's smallest military service, the coast guardsmen have taken their vessels out when other crafts are seeking safe harbor, routinely risking their own lives to rescue those of endangered yachtsmen.

San Francisco. Behind a formidable, locked door in the old U.S. Appraisers Building lies the Rescue Coordination Center (RCC) with the responsibility for coordinating Search and Rescue (SAR) efforts in the entire Pacific Maritime Region. The RCC also helps coordinate rescue activities between the three "Groups" within the District; San Francisco, Monterey, and Humboldt Bay.

Guard forces across the Pacific and with other military commands throughout the world. From the console there are also hot-lines to the Coast Guard Air Station at the San Francisco Airport, the Oakland Oceanic Air Route Traffic Control, the Civilian Marine Exchange, and the Coast Guard Station San Francisco.

Two walls of the RCC room are covered with huge reference maps



Inside RCC

Even though the Coast Guard is a multi-mission service with duties such as ice breaking, fisheries patrol, oceanography, etc., their Search and Rescue activities are the most conspicuous to sailors.

The Twelfth Coast Guard District, which extends from the Oregon border to the Santa Maria River, very close to San Luis Obispo, is headquartered in offices on Sansome Street in San

The RCC is equipped with a complex array of equipment designed to streamline modern search coordination. A telephone console dominates the room, over which come the calls for help which are all recorded. A call to the Coast Guard number in the telephone directory would be answered at the RCC console. Additional landline telephones, radio telephones, teletype and morse code equipment link the RCC with Coast

depicting the San Francisco Bay area, Northern California, the Eastern Pacific, as well as the entire Pacific Ocean. A status board shows the location of all Pacific Area Coast Guard Aircraft and vessels, and weather conditions are constantly updated on the weather chart.

The RCC is manned 24 hours a day, every day of the year by a carefully selected staff of Coast Guard officers and enlisted personnel.



# SAR

The Twelfth Coast Guard District is further broken down into three "Groups" — Group San Francisco extends from Point Arena to Santa Cruz, and is bordered by Group Monterey to the south and Group Humboldt Bay to the north. Each Group handles its own search and rescue cases in general, but cases requiring search planning or coordination of resources from other agencies or between Groups are handled from RCC.

Group San Francisco, which handles local rescue cases, is located in the shadow of the Bay Bridge at Yerba Buena Island. The Operations Center at YBI is a microcosm of RCC. Here, a similar telephone console is backed by appropriate charts and status boards on a more local scale than those at RCC.

Group San Francisco is concerned primarily with the San Francisco Bay and Delta region, and the coast between Pescadero Point and Shelter Cove. Group San Francisco also has Regional Stations operating at YBI, Fort Point, Rio Vista, Mare Island, Bodega Bay, and Lake Tahoe where the Federal Agency has jurisdiction due to overlapping state boundaries.

The Communications Center on YBI is the "ears of the bay", receiving, recording, and responding to all calls over VHF channel 16. VHF receivers are located on Mt. Diablo and Mt. Tamalpais and are remoted into Group offices to monitor distress traffic and direct Coast Guard vessels in the local area. While all Coast Guard stations monitor the distress frequency, it is normally answered by the radioman at YBI.

Computers are now utilized extensively in Search and Rescue operations. Computer Assisted Search Planning (CASP) feeds data on wind, sea, and current conditions to a New York based computer system. The computer integrates all the known information and responds with a search plan in the form of grid coordinates which are coded to their highest probability. The data is updated daily and is also computed manually to check for computer error. CASP also digests information as to the resources available and provides figures on how much search area can be covered with the available units or how many more units would be needed to cover a given target area. CASP has been a very successful aid to SAR, particularly in the mid-Pacific where the currents are fairly

consistent and predictable.

AMVER (Automated Mutual Assistance Vessel Rescue System) is another computer system that has proved valuable. AMVER is an international cooperative distress response system for open ocean incidents. The computer based system tracks the voyages of merchant vessels and when a mid-ocean crisis arises, AMVER responds with a list of ships in the area, how they may be contacted, their SAR capability, and whether they have a doctor onboard. An

appropriate ship may then quickly be contacted and asked to assist in emergencies ranging from appendicitis at sea to seeking a drifting liferaft.

Since the Coast Guard has a limited supply of vessels, frequent use is made of AMVER. For example, during the search for the second liferaft from the sunken ketch "Spirit", approximately 40 ships were contacted via AMVER to divert and assist in the rescue effort.

A routine SAR case will usually find help on the way in three minutes, while





# SAR



Coast Guard vessels at Yerba Buena

Coast Guard aircraft contribute over 250,000 flight hours to SAR missions each year. C130 turbo prop airplanes are used to fly long distance missions and perform lengthy searches once they arrive on the scene. Medium range twin turbine helicopters and short range helicopters with water landing capability have greatly enhanced SAR techniques. The helicopters are sometimes land on 210 - 378 foot cutters which normally are used for fisheries patrol, but can be used to combine for SAR in special situations.

While always ready for emergencies, the Coast Guard makes extensive efforts to prevent the occurrence of such emergencies. Locally the Vessel Traffic Service was established in 1968 after two freighters collided under the Golden Gate Bridge. VTS uses a dual radar system with sights on Point Bonita and Yerba Buena to assist commercial traffic in the bay and its approaches.

The Coast Guard also attempts to promote safe boating practices by performing routine boarding and safety inspections in areas of heavy recreational boat activity. The Coast Guard also works with its civilian adjunct, the Coast Guard Auxiliary. Besides offering numerous courses in boat handling and seamanship, the Auxiliary often has vessels assigned to patrol areas as aid to Search and Rescue. The Auxiliary's assistance is evident in a large number of Coast Guard case files.

The Coast Guard began when Alexander Hamilton asked George Washington for a fleet of armed cutters to combat smuggling, and at that time was called the Revenue Marine which was later renamed the Revenue Cutter Service. In 1915 the name was changed to the Coast Guard and it became a part of the armed forces, performing valiantly during times of warfare, including the sinking of eleven German submarines during World War II.

In 1967 the Coast Guard became part of the Department of Transportation, and its multi-mission capability is geared more toward noncombatant duties.

The Coast Guard has undergone many changes since its conception almost two centuries ago. But the sea never changes, and as long as sailors continue their love affair with the sea, the Coast Guard stands ready and willing to live up to their motto: "Semper Paratus" — Always Ready.

— Sue Rowley

an "immediate" case where life is in danger will see vessels underway in 55 seconds. Whenever a 'resource' moves, a "case" is created and records are kept and updated until the case is officially closed. In 1977, the Twelfth District acted upon 5,599 cases, resulting in 261 lives saved and 12,003 persons otherwise assisted. While the entire 12th District operates on a budget of \$36 million, property assisted was valued at more than \$243 million.

Surface vessels used in SAR operations

range from 16-foot Zodiac inflatable rafts for shallow areas to 378-foot cutters with trans-coceanic capabilities. Since all Coast Guard units are 'multi-mission', even ice breakers and bouy tenders can be diverted from their primary missions to perform SAR duties. Nevertheless, 77% of SAR cases each year are handled by 41 to 44 foot motor lifeboats, many of which are self-righting, designed to continue even after being rolled over. Cutters from 82 to 95 feet are routinely used for coastal assistance.



# OFFSHORE RESCUE

**T**here is no question that when the Coast Guard believes someone is in need of assistance on the open ocean, they neither fool around or worry about the costs in the possibility of saving lives.

The diagram that covers these two pages is a reproduction of the actual search areas covered by various aircraft during the search for the second liferaft from the, forgive us for bringing it up again, Spirit. A tissue overlap just like the diagram here is used at RCC to help coordinate rescue operations.

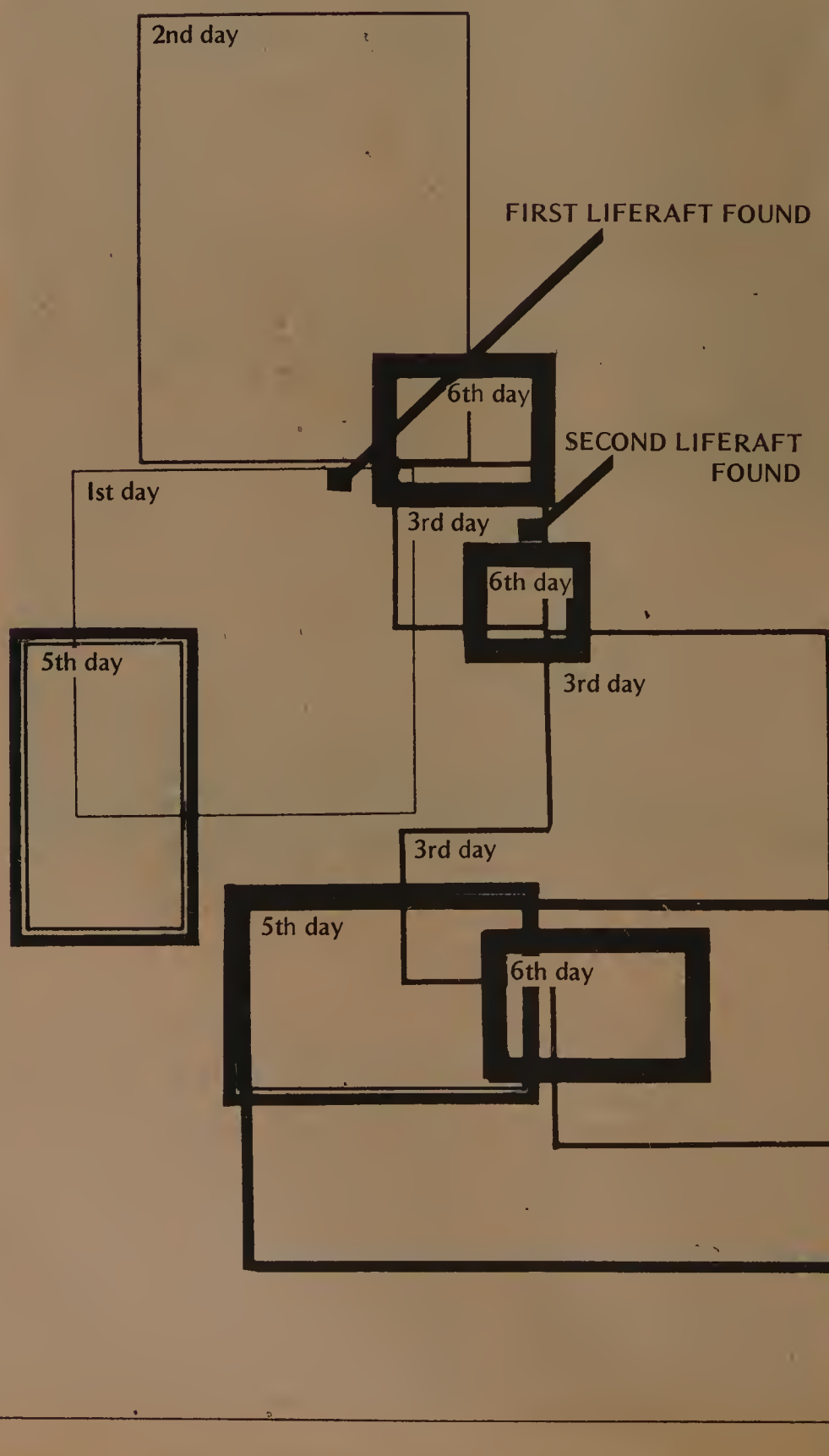
The CASP computer provides RCC with the grid coordinates of the highest probability areas where the second raft would be found. As each day went by, computers would reanalyze the weather data, compute the probability that the raft should have been found in the areas searched, and come up with new search coordinates. The different areas searched during the six days are depicted in the various boxes.

In this map, Hawaii would be about 6 inches off the 'southwest' corner of this page.

But the map does not tell the complete story of the extensive search efforts. The Coast Guard requested and the Air Force agreed to have a U-2 reconnaissance plane photograph the area. While studying the photographs, a tiny orange object was picked out, and the search area was adjusted accordingly. To this day the Air Force believes the object was simply an oil can; the Coast Guard believes it was the raft with Bruce Collins. Whatever, the second liferaft was found just after the search had been revised due to the spot picked up off the U-2 plane's photographs of the area.

It was not the first time that U-2 planes have been used in Search and Rescue.

By all accounts the Spirit had been extremely well-prepared for the trip back

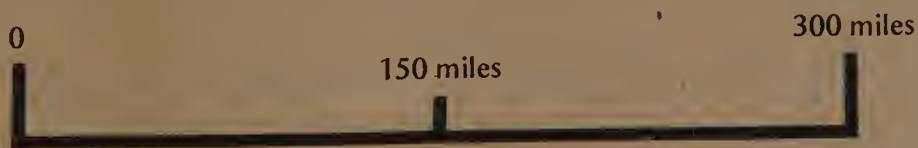
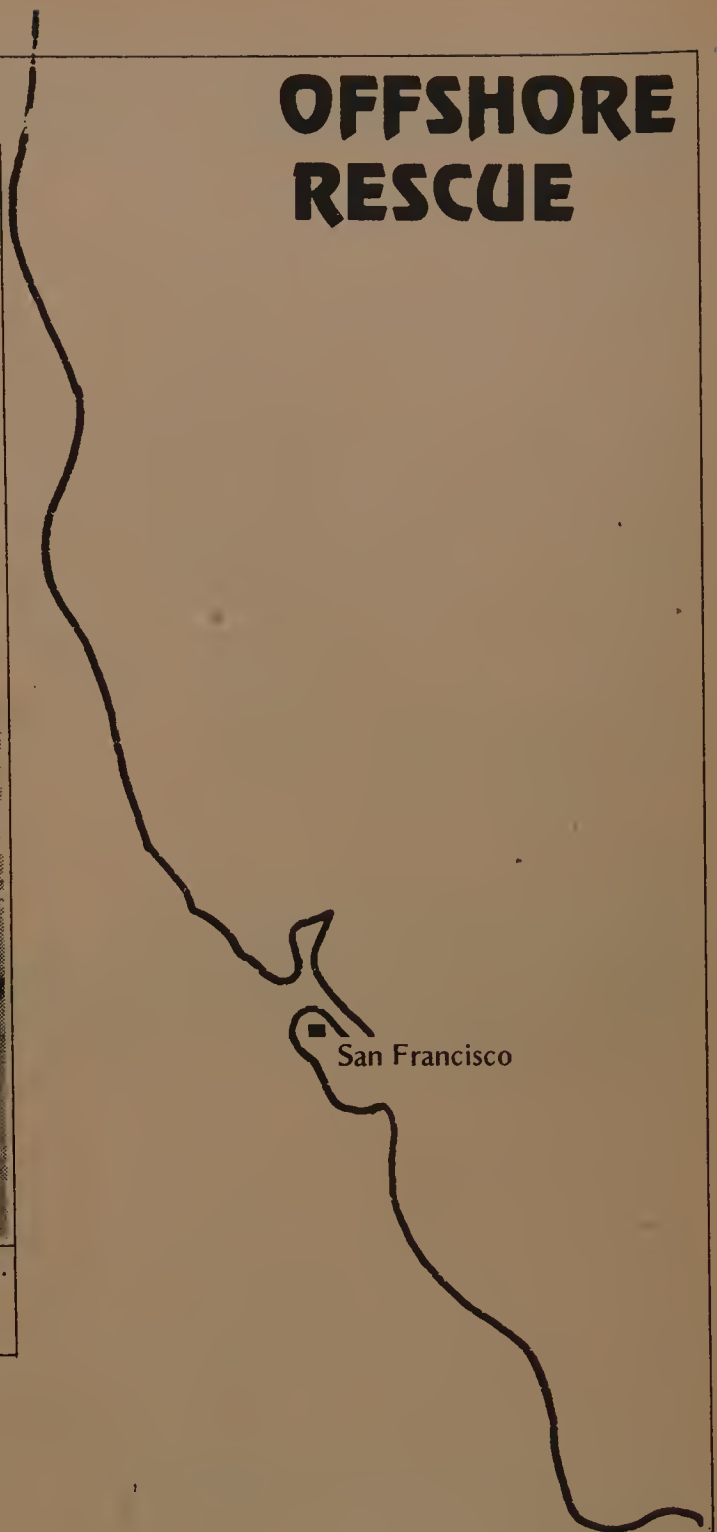




# OFFSHORE RESCUE



Launch from Coast Guard Cutter picks up second liferaft from Spirit with Bruce Collins aboard.



- Search Area First Day
- Search Area Second Day
- Search Area Third Day
- Search Area Fourth Day
- Search Area Fifth Day
- Search Area Sixth Day

to the mainland and seemingly was just the subject of a freak accident. Nobody questions the Coast Guard's incredible efforts or the tremendous expenses involved in carrying out such a search.

Nevertheless, you'd be astounded how

many times during the year the Coast Guard conducts such operations to help sailors and boats who have either run out of food or fuel or who have otherwise not made the most basic preparations for a sea voyage. The Coast Guard will always

bail you out if they can, but you owe it to yourself, the Coast Guard, and taxpayers to make sure they never have to come and get you because you either skimped or didn't properly prepare to go to sea.

— Latitude 38



Terry Nugent of Monterey was obsessed with a dream of sailing to Hawaii, a dream common to many of us. But not many of us are 'crazy' enough to attempt the voyage in a nine-foot Boston Whaler.

In July of 1976, after a routine boarding and safety inspection, the Coast Guard surmised Terry's intentions and Nugent was personally delivered a directive informing him that his boat, converted for sailing and dangerously topheavy, was "manifestly unsafe for a transoceanic voyage". He was officially ordered not to make the trip.

Nugent chose to disregard these instructions and on September 23, 1977, he became the object of a massive Coast Guard rescue operation.

The misadventure began on August 17 last year when Terry departed Monterey without telling even his friends of his intended sea odyssey.

On approximately September 14, his craft, "Eye of Infinity", lost its sails and navigation gear, leaving him adrift 900 miles from his departure point.

Between September 23rd and 27th, seven commercial airliners reported hearing a distress signal while they were transiting between Hawaii and the mainland. Nugent, though not well-educated in sailing and ill-equipped for an ocean voyage, had at least had the foresight to take along a battery powered electronic locating transmitter. This little radio beacon, about the size of a carton of cigarettes, enabled rescuers to get a general fix on his location — but imagine trying to find a nine-foot blue "dinghy" in the middle of the Pacific Ocean.

After five days and 76 flying hours of search, his location was finally pinpointed and the AMVER computer system was utilized to locate a rescue vessel. The tanker Chevron Rome was diverted from its course, a costly maneuver for the oil company, to pick up Nugent and his boat and transfer them to the custody of a Federal Marshall.

The rescue forces triggered during this case were impressive. Besides personnel that manned the Rescue Coordination Centers in Honolulu and San Francisco, Terry Nugent's caper prompted action from Barber's Point Coast Guard Air Station and Hickam Air Force Base in Hawaii, the San Francisco Coast Guard Air Station and McClellan Air Force Base in California. Navy planes were also involved.

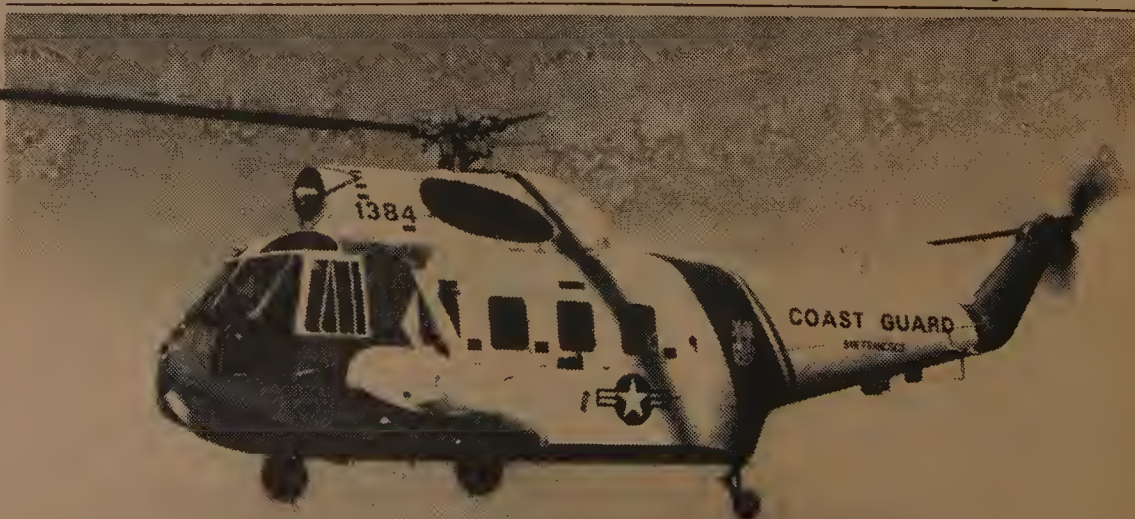
The Coast Guard estimated that Terry Nugent's "vacation" cost taxpayers more than \$104,000.

— Sue Rowley



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# ONE MISSION



One mission is worth a thousand words.

I had stopped by Fort Point Coast Guard Station one Sunday to interview a few of the men for my Search and Rescue feature, and to take a general look around.

Petty Officer Jim Spike had escorted me onto the dock and the interview had barely begun when a call came.

Without a word, he rushed past me from the dockside telephone to the 41-ft. utility lifeboat and began to pull in her 2" diameter dock line.

"Got a case?" I asked.

"Right", he answered.

"Can I go?" I bravely inquired.

"Sure, you can ride along."

I was caught a bit off guard. I had really expected a runaround, "regulations y'know", or something similar. I passed my reporter's paraphernalia down to him and began to scale the precarious pipe ladder. Bent and twisted, it is witness to the extreme conditions of surge on the unprotected City front.

I descended ten feet down the perilous ladder, shivering as the wind whipped at my clothing and the boat undulated back and forth in the heavy chop. I thought, "merely boarding this boat in these conditions can be a risky situation." It is moored suspended between two old piers and the turbulence sends it alternately straining at the end of its bow line and lurching forward to violently tax its stern line.

As I reached the foot of the precipitous ladder and eased myself onto

the stern of the pitching lifeboat, three men came running down the gangway. Spike had already started the engine and I hurriedly occupied a jumpseat in the cabin next to the coxswain's station. The men scurried around momentarily, then lines were cast off and we were underway. It had been less than a minute since the call was received.

"We've got a capsized catamaran outside the Gate," Spike informed us. "Two people are in the water."

The boat sped toward the bridge, crashing into each huge swell rolling toward us. I clung to the handrail in the cabin while the three seamen scurried about preparing the varied rescue gear. Spike was on the radio informing Group San Francisco that we were underway.

Moments later we plunged through foamy breakers near the south tower of the Golden Gate Bridge and began searching for the sixteen foot catamaran, reported to be just west of Fort Point, a treacherous area where rolling breakers crash amongst partially submerged rocks before exploding against a seawall.

The boat was spotted immediately, floating just at the surface, close to the rocks and breaking surf. All hands were on deck except the coxswain, everyone searching silently for the people reported in the water. A morbid fear crept over me, and then I noticed that one of the crew, a 22 year-old seaman, had slipped into a wet suit, fully prepared to go into that turbulent water if we spotted the people.

Spike picked up the transmitter again.

"Group San Francisco, we are on the scene but no sign of persons on board."

"Roger. . . , we have just received a report that the people were picked up but they'd like you to attempt to recover the boat."

Just then someone shouted from shore that the people were indeed safe, so the mission became an attempt to save the boat, already badly damaged.

Two of the crewman crouched on the bow of the spartan 41-foot utility lifeboat. Again and again Spike eased the boat forward while the crewman reached out with boathooks in an attempt to snag the foundering catamaran. A few times they almost had it, but as Spike gunned the engine in reverse, attempting to retrieve the tiny sailboat from the ominous rocks, both the sailboat and the boat hooks were finally snatched away.

"Watch out for rocks!" Spike shouted to his men as he reconnoitered for another attempt. The swells were rushing under the stern of the lifeboat, pushing her closer and closer toward the rocky shore as the crew tossed a grappling hook into the floating debris that remained of the catamaran. The hook caught, one flange on the tiny boom, another under a corner of sail, an unfortunate, feeble grasp in the churning froth of the open ocean. Gently Spike eased backward and for a moment the ill-fated little craft followed, but the swell had not diminished and as the next hill of water lifted the powerful lifeboat, the catamaran was ripped away and slung shoreward.

"We can't save her now," Jim Spike said resignedly, and called his men from the bow. We watched briefly as the waves continued to sweep the shiny little catamaran toward her assured destruction in the rocks and foam between us and the beach.

Then Spike radioed his status back to Group San Francisco and we headed back in the Gate, the breakers menacingly chasing our transom.

Just as we cleared the bridge the radio crackled again with new orders for Spike and his crew; retrieve a trawler stuck in the mud outside the channel in Richardson Bay.

It was just the beginning of another typical Sunday in Search and Rescue.

— Sue Rowley





Jim Spike at the helm



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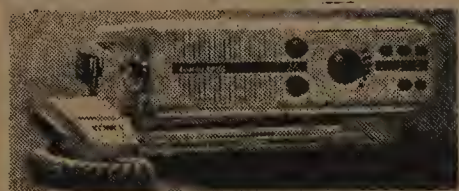
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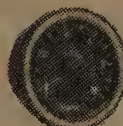
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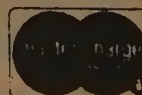
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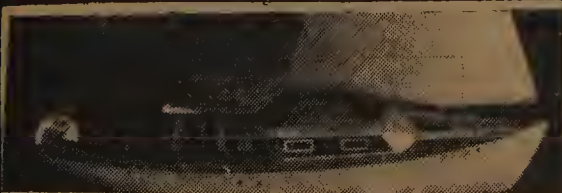


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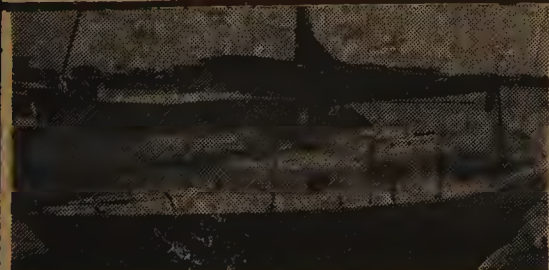
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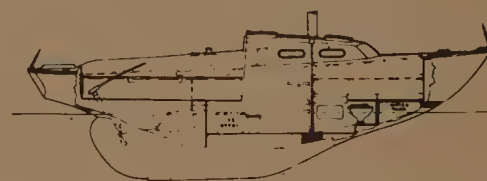
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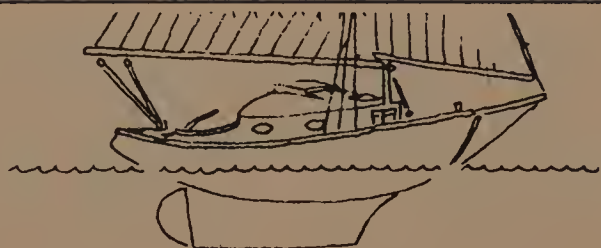


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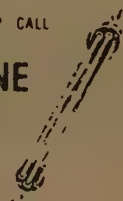
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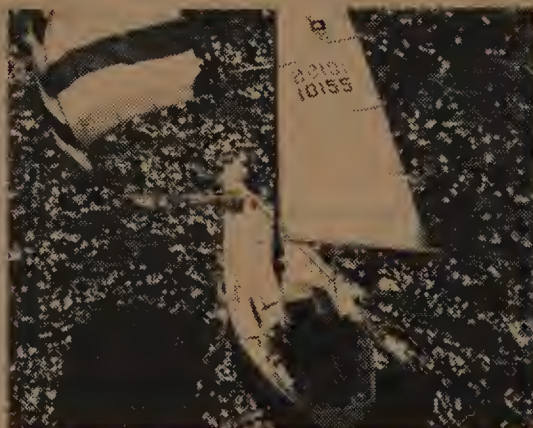
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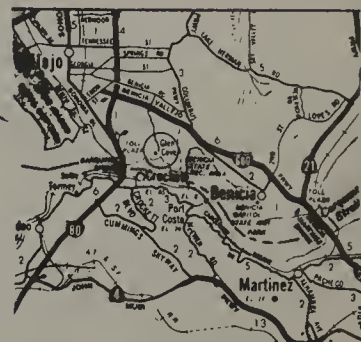
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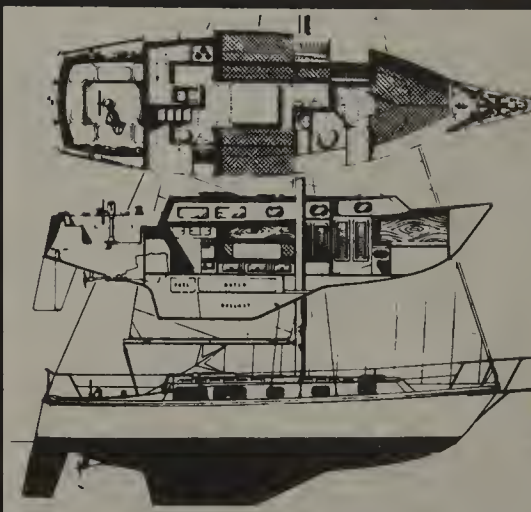
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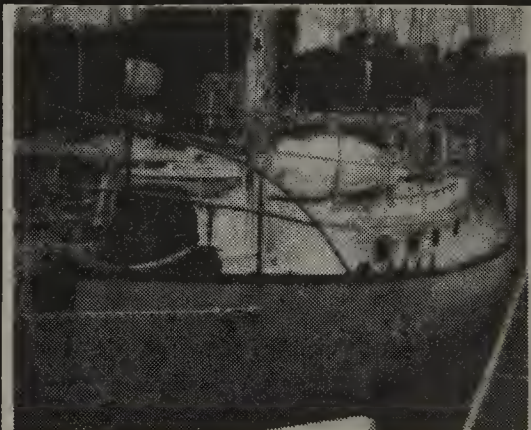
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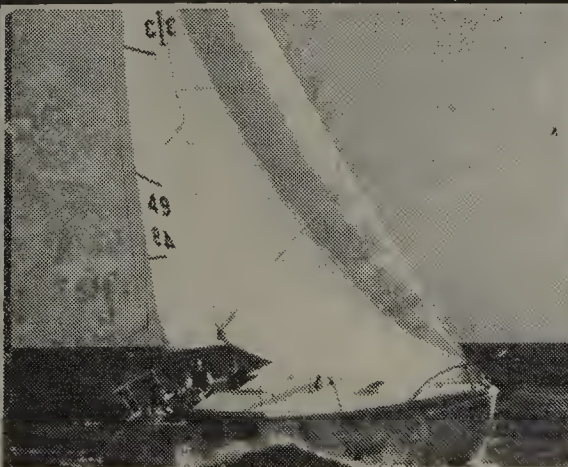
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45' MUMMERY CUTTER . . . . .	120,000
45' 30 SQUARE METER . . . . .	6,600
46' PIVER TRIDENT . . . . .	72,900
50' LAPWORTH . . . . .	82,500

## SPECIAL VALUES

### NEW & USED

Power Windlass . . . . .	\$350
New Lunenberg Windlass . . . . .	\$200
30 Amp, 3-Wire Shore Power Cable . . . . .	.65c/Ft.
2 Bariant 28 Aluminum Winches (New) . . . . .	\$825
Complete Edson Pedestal Steering . . . . .	\$250
Silva Compasses (New) . . . . .	\$50
9.5 H.P. Evinrude, Long Shaft, used . . . . .	\$400
5.5 H.P. Seagull Long Shaft, used . . . . .	\$250
1 Pair (only) Meisner Aluminum 22 2-Speed Winches . . . . .	\$390
Bomar Aluminum Hatch, used . . . . .	\$75
New Shipmate 2 Burner Kerosene Stove w/Oven . . . . .	\$365
Unimetrics Depth Sounder, unused . . . . .	\$200
Signet Wind Speed & Wind Direction . . . . .	\$400
Famet Roller Furling for 41' Boat . . . . .	\$500
Marinetics Magnetic Circuit Breakers AC & DC (New) . . . . .	\$7.50
Ratelco Cole Stove w/SS Pipes & Deck Fitting . . . . .	\$199
New Shipmate 3 Burner Kerosene Stove w/Oven . . . . .	\$420
Assorted used Kerosene Heaters from . . . . .	\$35

## BRUCE ANCHORS

### THE FIRST IMPORTANT ADVANCE IN ANCHORS SINCE THE 1930's

Lightweight, short scope capability holds well in rock, sand, coral and mud. Priced to sell at Wave Traders.

4 lb. = 10 lb. Plow . . . \$30	11 lb. = 20 lb. Plow . . \$62
22 lb. = 40 lb. Plow . \$119	44 lb. = 80 lb. Plow . \$212

Your Money Back If Not Satisfied

## WHALE PUMPS

Gusher 25 . . . . .	\$142
Gusher 10 . . . . .	\$61.60
Galley Gusher (Foot pump) . . . . .	\$30.80
Tip Toe . . . . .	\$17.70
Baby Whale Foot Pump . . . . .	\$10.80
Flipper Aluminum . . . . .	\$22.25
Flipper Bronze . . . . .	\$31.80

## PAINT PRODUCTS

WOOLSEY Z SPAR INTERLUX

We always discount paint, putty and varnish. You save from 20% buying as little as 1 pint to 40% for large orders (\$200 net at one time). This policy includes all anti-fouling paint as well.

## HONDA GENERATORS

### DEPENDABLE PORTABLE POWER

EM 400 . . . . .	\$284	
E 1000 . . . . .	\$357	E 2500 . . . . . \$626
E 1500 . . . . .	\$465	E 3500 . . . . . \$780

## HONDA OUTBOARDS

New 1978 Models

All include remote tanks. All 4 cycle, 12 V charging circuits

7.5 H.P. Short. . . . .	\$570	9.9 H.P. Short. . . . .	\$690
7.5 H.P. Long . . . . .	\$580	9.9 H.P. Long . . . . .	\$705